City of SACRAMENTO
Community Development

300 Richards Blvd., 3rd Floor
Sacramento, CA 95811

Help Line: 916-264-5011
CityofSacramento.org/dsd

MITIGATED NEGATIVE DECLARATION

The City of Sacramento, California, a municipal corporation, does hereby prepare, declare, and publish this Mitigated Negative Declaration for the following described project:

Osage Warehouse Project (DR21-163): The 9.51-acre project site is located northeast of the intersection of South Watt Avenue and Osage Avenue in the City of Sacramento, California (Assessor's Parcel Number 062-0030-012). The project site is undeveloped and surrounding existing uses include industrial uses to the north and west, single-family residences to the south, and a junkyard and single-family residences to the east. The City of Sacramento General Plan designates the site as Industrial and the site is zoned Heavy Industrial (M-2(S)-R).

The Osage Warehouse Project (proposed project) would include development of a 115,468-square foot (sf) warehouse building with a floor area ratio of 0.28. The proposed project would include a surface parking lot with 116 vehicle parking stalls and 14 loading docks. Primary vehicle access would be provided by Osage Avenue to the south.

The Lead Agency is the City of Sacramento. The City of Sacramento, Community Development Department, has reviewed the proposed project and, on the basis of the whole record before it, has determined that there is no substantial evidence that the project, with mitigation measures as identified in the attached Initial Study, would have a significant effect on the environment. This Mitigated Negative Declaration reflects the lead agency's independent judgment and analysis. An Environmental Impact Report is not required. This Mitigated Negative Declaration has been prepared pursuant to the California Environmental Quality Act (Public Resources Code [PRC] Sections 21000 et seq.), CEQA Guidelines (Title 14, Sections 15000 et seq. of the California Code of Regulations [CCR]), the Sacramento Local Environmental Regulations (Resolution 91-892), and the Sacramento City Code.

A copy of this document and all supportive documentation may be reviewed through the City's website at https://www.cityofsacramento.org/Community-Development/Planning/Environmental/ Impact-Reports.

Environmental Services Manager, City of Sacramento, California, a municipal corporation

By: Scott Johnson

Date: June 27, 2022

City of SACRAMENTO

OSAGE WAREHOUSE PROJECT (DR21-163)

INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION FOR ANTICIPATED SUBSEQUENT PROJECTS UNDER THE 2035 GENERAL PLAN MASTER EIR

This Initial Study has been prepared by the City of Sacramento, Community Development Department, 300 Richards Boulevard, Third Floor, Sacramento, CA 95811, pursuant to the California Environmental Quality Act (PRC Sections 21000 *et seq.*), CEQA Guidelines (Title 14, Section 15000 *et seq.* of the CCR) and the Sacramento Local Environmental Regulations (Resolution 91-892) adopted by the City of Sacramento.

ORGANIZATION OF THE INITIAL STUDY

This Initial Study is organized into the following sections:

SECTION I - BACKGROUND: Provides summary background information about the project name, location, sponsor, and the date this Initial Study was completed.

SECTION II - PROJECT DESCRIPTION: Includes a detailed description of the proposed project.

SECTION III - ENVIRONMENTAL CHECKLIST AND DISCUSSION: Reviews proposed project and states whether the project would have additional significant environmental effects (project-specific effects) that were not evaluated in the Master EIR for the 2035 General Plan.

SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: Identifies which environmental factors were determined to have additional significant environmental effects.

SECTION V - DETERMINATION: States whether environmental effects associated with development of the proposed project are significant, and what, if any, added environmental documentation may be required.

REFERENCES CITED: Identifies source materials that have been consulted in the preparation of the Initial Study.

APPENDICES: Appends technical information that was referenced as attached in the preparation of the Initial Study.

SECTION I - BACKGROUND

Project Name and File Number:	Osage Warehouse Project (DR21-163)
Project Location:	8981 Osage Avenue Sacramento, CA 95829 Assessor's Parcel Number (APN) 062-0030-012
Project Applicant:	Panattoni Development 8775 Folsom Blvd., Suite 200 Sacramento, CA 95826
Project Planner:	Kevin Valente, Contract Planner (916) 372-6100 kvalente@raneymanagement.com
Environmental Planner:	Scott Johnson, Senior Environmental Planner (916) 808-5842 srjohnson@cityofsacramento.org
Date Initial Study Completed:	June 2022

This Initial Study was prepared in accordance with the California Environmental Quality Act (CEQA) (PRC Sections 1500 *et seq*.). The Lead Agency is the City of Sacramento.

The City of Sacramento, Community Development Department, has reviewed the proposed project and, on the basis of the whole record before it, has determined that the proposed project is an anticipated subsequent project identified and described in the 2035 General Plan Master EIR and is consistent with the land use designation and the permissible densities and intensities of use for the project site as set forth in the 2035 General Plan. See CEQA Guidelines Section 15176 (b) and (d).

The City has prepared the attached Initial Study to review the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the 2035 General Plan Master EIR to determine their adequacy for the project (see CEQA Guidelines Section 15178(b),(c)) and identify any potential new or additional project-specific significant environmental effects that were not analyzed in the Master EIR and any mitigation measures or alternatives that may avoid or mitigate the identified effects to a level of insignificance, if any.

As part of the Master EIR process, the City is required to incorporate all feasible mitigation measures or feasible alternatives appropriate to the project as set forth in the Master EIR (CEQA Guidelines Section 15177(d)). Policies included in the 2035 General Plan that reduce significant impacts identified in the Master EIR are identified and discussed. See also the Master EIR for the 2035 General Plan. The mitigation monitoring plan for the 2035 General Plan, which provides references to applicable general plan policies that reduce the environmental effects of development that may occur consistent with the general plan, is included in the adopting resolution for the Master EIR. See City Council Resolution No. 2015-0060, beginning on page 60. The resolution is available at the City's EIR webpage listed below.

This analysis incorporates by reference the general discussion portions of the 2035 General Plan Master EIR. (CEQA Guidelines Section 15150(a)). The Master EIR is available for public review at the City of Sacramento's website listed below.

A copy of this document and all supportive documentation may be reviewed in person by appointment at the City of Sacramento, Community Development Department's Public Counter, at 300 Richards Boulevard, 3rd Floor, Sacramento, CA 95811 and at the Sacramento Public Library's Central branch, located at

828 I St., Sacramento, CA 95814. This document and all supportive documentation may also be downloaded through the City's website at:

https://www.cityofsacramento.org/Community-Development/Planning/Environmental/Impact-Reports

The City is soliciting views of interested persons and agencies on the content of the environmental information presented in this document. Written comments should be sent at the earliest possible date, but no later than the 30-day review period ending July 29, 2022.

Please send written responses to:

Scott Johnson, Senior Environmental Planner
Community Development Department
City of Sacramento
300 Richards Boulevard, 3rd Floor
Sacramento, CA 95811
Direct Line: (916) 808-5842
srjohnson@cityofsacramento.org

SECTION II - PROJECT DESCRIPTION

INTRODUCTION

Section II of the Initial Study provides a description of the proposed project and includes discussions on the project location, existing conditions, surrounding land uses, and project description.

PROJECT LOCATION, EXISTING CONDITIONS, AND SURROUNDING LAND USES

The 9.51-acre project site is located northeast of the intersection of Osage Avenue and South Watt Avenue, at 8981 Osage Avenue, in the City of Sacramento, California (APN 062-0030-012) (see Figure 1). The site is approximately 2.5 miles south of State Highway 50 (El Dorado Freeway) and approximately three miles south of the American River.

The project site is located within the Fruitridge Broadway Community Plan. The City of Sacramento General Plan designates the site as Industrial and the site is zoned Heavy Industrial (M-2(S)-R). The site is currently undeveloped, with the exception of two transmission line towers located on the eastern edge of the site. The associated transmission lines transect the project site diagonally, intersecting the project site's northern and eastern boundaries and travelling above the project site's northeastern corner.

Surrounding land uses include single-family residences to the east and south, industrial uses to the north and west, and a junkyard to the east. It is noted that the eastern boundary of the project site is the City limits. Morrison Creek crosses underneath South Watt Avenue approximately 450 feet south of the project site and flows roughly parallel to Osage Avenue, south of the single-family residences (see Figure 2).

PROJECT DESCRIPTION

The proposed project would include development of a single warehouse building and two bioretention areas. A discussion of the project's components, construction phasing, site access and circulation, landscaping, utility infrastructure, and project entitlements, is included below.

Proposed Warehouse

The proposed project would develop a 115,468-square-foot (sf) warehouse building with a floor area ratio of 0.28 (see Figure 3). The proposed warehouse would have a maximum building height of 43 feet (see Figure 4). An outdoor break area would be located near the northeast corner of the proposed building, and an eight-foot-tall concrete masonry unit (CMU) sound wall would be installed along a portion of the eastern site boundary. In addition, a trash enclosure would be located in the northwestern corner of the building.

The building would be Type VB construction, with site cast, tilted concrete panels with a variety of architectural enhancements, including accent paint and metal panel siding. Metal siding and painted metal canopy would enhance the areas around the building entries. The proposed project would incorporate a variety of sustainable materials, including heat reflecting roof membranes, light pollution reduction, low volatile organic compound (VOC)-emitting sealant, adhesives, coatings, floorings, and wood materials. The roof structures would be designed to accommodate additional weight for roof-top photovoltaic electricity generation panel arrays.

Construction Phasing

Construction of the proposed project is anticipated to continue over a span of approximately eight months. Construction would not require any buildings to be demolished; only the removal of a concrete pad currently at the site would be required, which is expected to take approximately one week. Site preparation is expected to take approximately two weeks. Grading the project site is expected to take three to four weeks.

Figure 1
Regional Project Location

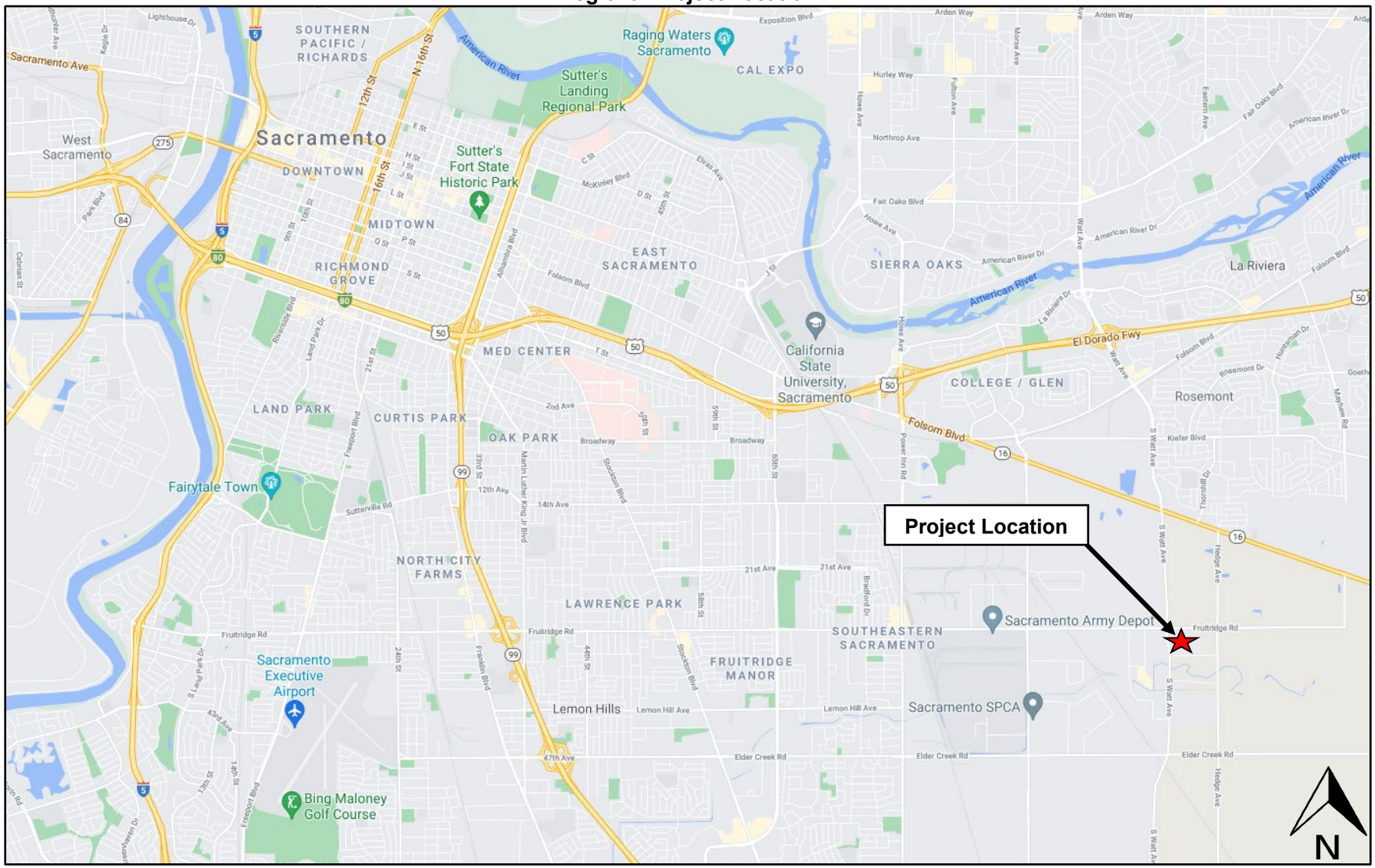
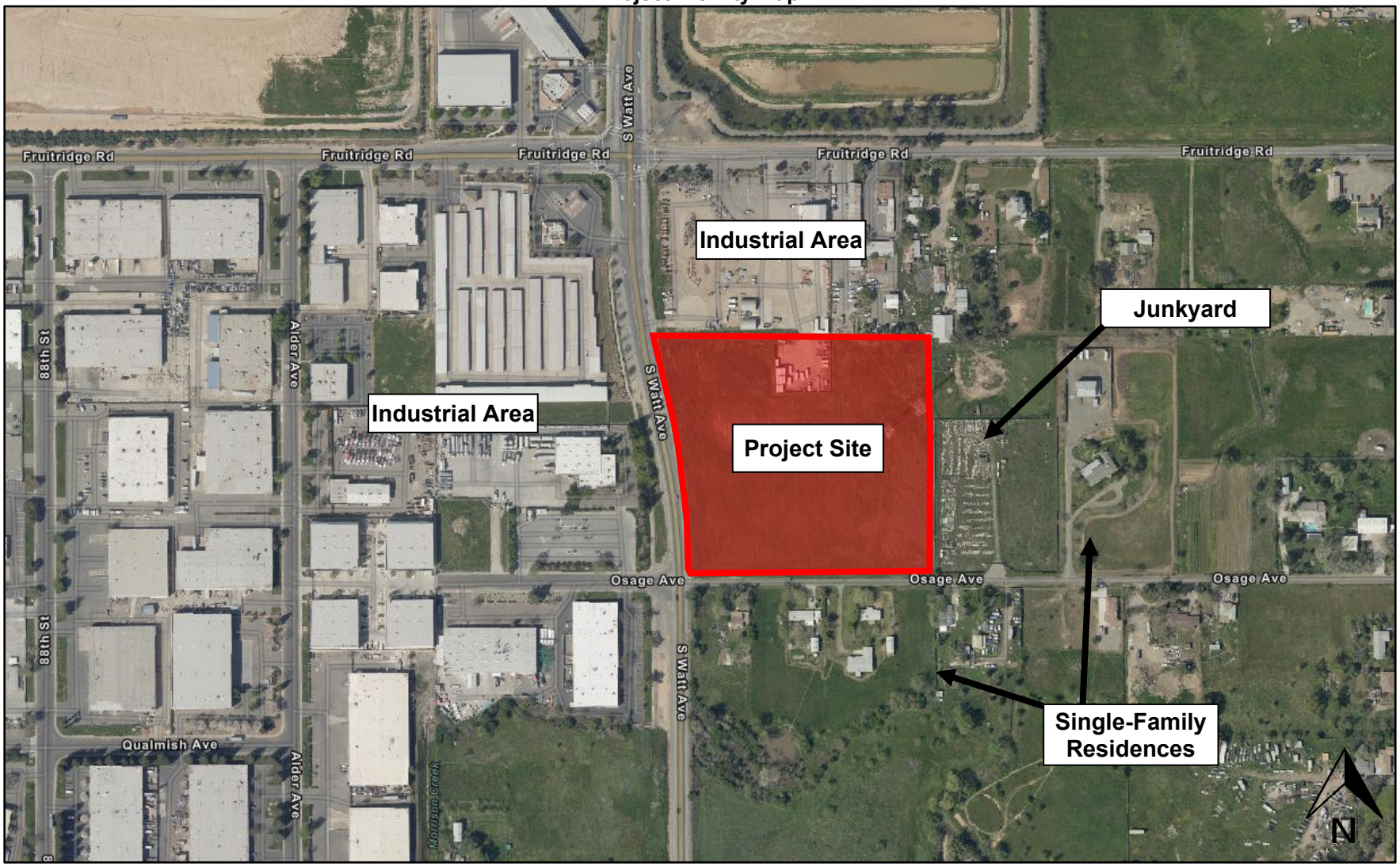
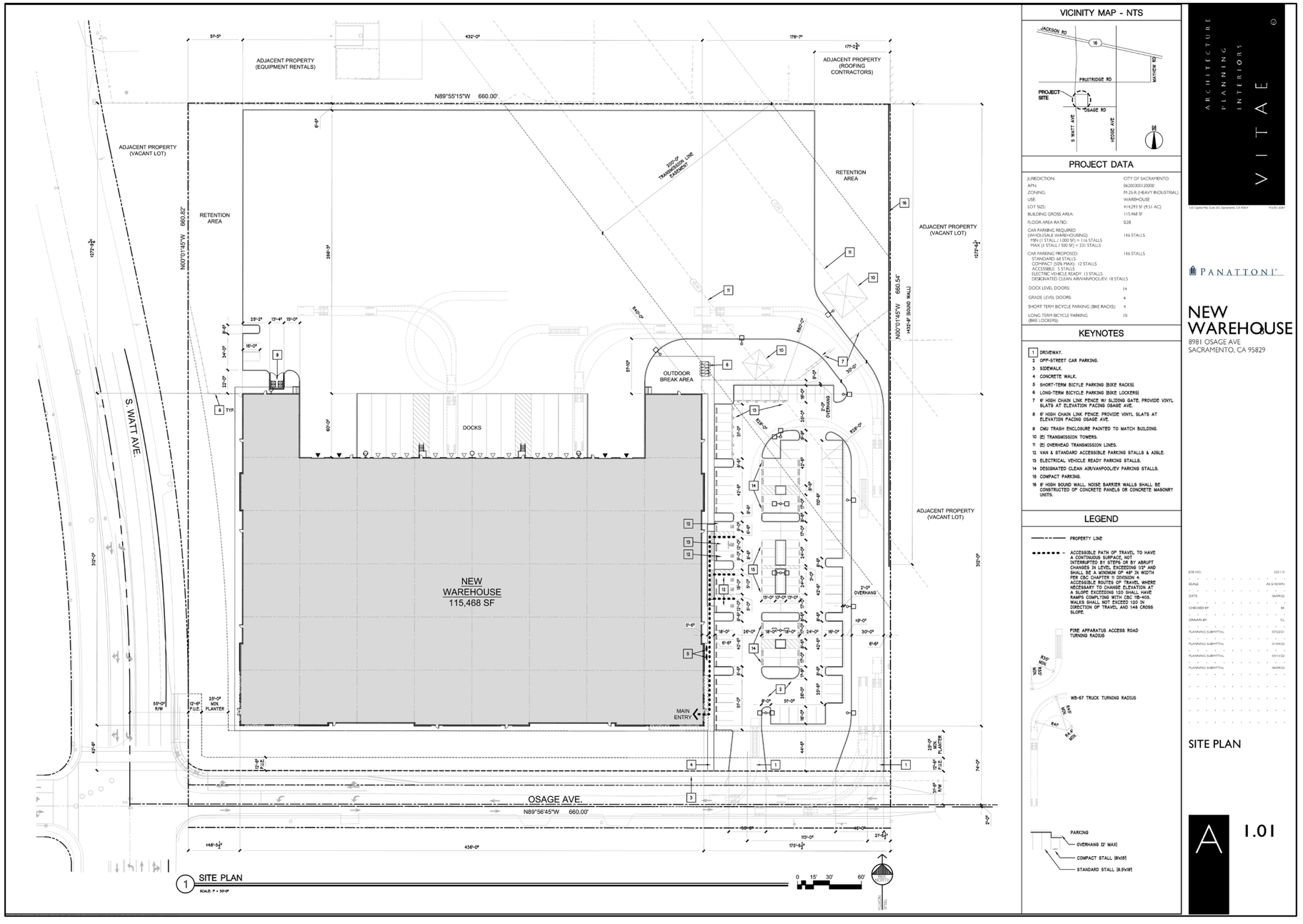


Figure 2
Project Vicinity Map



Note: Project Site Boundaries are approximate.

Figure 3
Site Plan



PROJECT DATA

JURISDICTION:	CITY OF SACRAMENTO
APN:	06200300120000
ZONING:	M-2S-R (HEAVY INDUSTRIAL)
USE:	WAREHOUSE
LOT SIZE:	416,293 SF (9.51 AC).
BUILDING GROSS AREA:	115,468 SF
FLOOR AREA RATIO:	0.28
CAR PARKING REQUIRED (WHOLESALE WAREHOUSING): MIN (1 STALL / 1,000 SF) = 116 STALLS MAX (1 STALL / 500 SF) = 231 STALLS	116 STALLS
CAR PARKING PROPOSED: STANDARD: 68 STALLS COMPACT (30% MAX): 12 STALLS ACCESSIBLE: 5 STALLS ELECTRIC VEHICLE READY: 13 STALLS DESIGNATED CLEAN AIR/VANPOOL/EV: 18 STALLS	116 STALLS
DOCK LEVEL DOORS:	14
GRADE LEVEL DOORS:	4
SHORT TERM BICYCLE PARKING (BIKE RACKS):	4
LONG TERM BICYCLE PARKING (BIKE LOCKERS):	10

KEYNOTES

1 DRIVEWAY.
2 OFF-STREET CAR PARKING.
3 SIDEWALK.
4 CONCRETE WALK.
5 SHORT-TERM BICYCLE PARKING (BIKE RACKS)
6 LONG-TERM BICYCLE PARKING (BIKE LOCKERS)
7 6' HIGH CHAIN LINK FENCE W/ SLIDING GATE. PROVIDE VINYL SLATS AT ELEVATION FACING OSAGE AVE.
8 6' HIGH CHAIN LINK FENCE. PROVIDE VINYL SLATS AT ELEVATION FACING OSAGE AVE.
9 CMU TRASH ENCLOSURE PAINTED TO MATCH BUILDING.
10 (E) TRANSMISSION TOWERS.
11 (E) OVERHEAD TRANSMISSION LINES.
12 VAN & STANDARD ACCESSIBLE PARKING STALLS & AISLE.
13 ELECTRICAL VEHICLE READY PARKING STALLS.
14 DESIGNATED CLEAN AIR/VANPOOL/EV PARKING STALLS.
15 COMPACT PARKING.
16 8' HIGH SOUND WALL. NOISE BARRIER WALLS SHALL BE CONSTRUCTED OF CONCRETE PANELS OR CONCRETE MASONRY UNITS.

LEGEND

PROPERTY LINE

ACCESSIBLE PATH OF TRAVEL TO HAVE A CONTINUOUS SURFACE, NOT INTERRUPTED BY STEPS OR BY ABRUPT CHANGES IN LEVEL EXCEEDING 1/2" AND SHALL BE A MINIMUM OF 48" IN WIDTH PER CBC CHAPTER 11 DIVISION 4. ACCESSIBLE ROUTES OF TRAVEL, WHERE NECESSARY TO CHANGE ELEVATION AT A SLOPE EXCEEDING 1:20 SHALL HAVE RAMPS COMPLYING WITH CBC 11B-405. WALKS SHALL NOT EXCEED 1:20 IN DIRECTION OF TRAVEL AND 1:48 CROSS SLOPE.

FIRE APPARATUS ACCESS ROAD TURNING RADIUS

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PANATTONI®

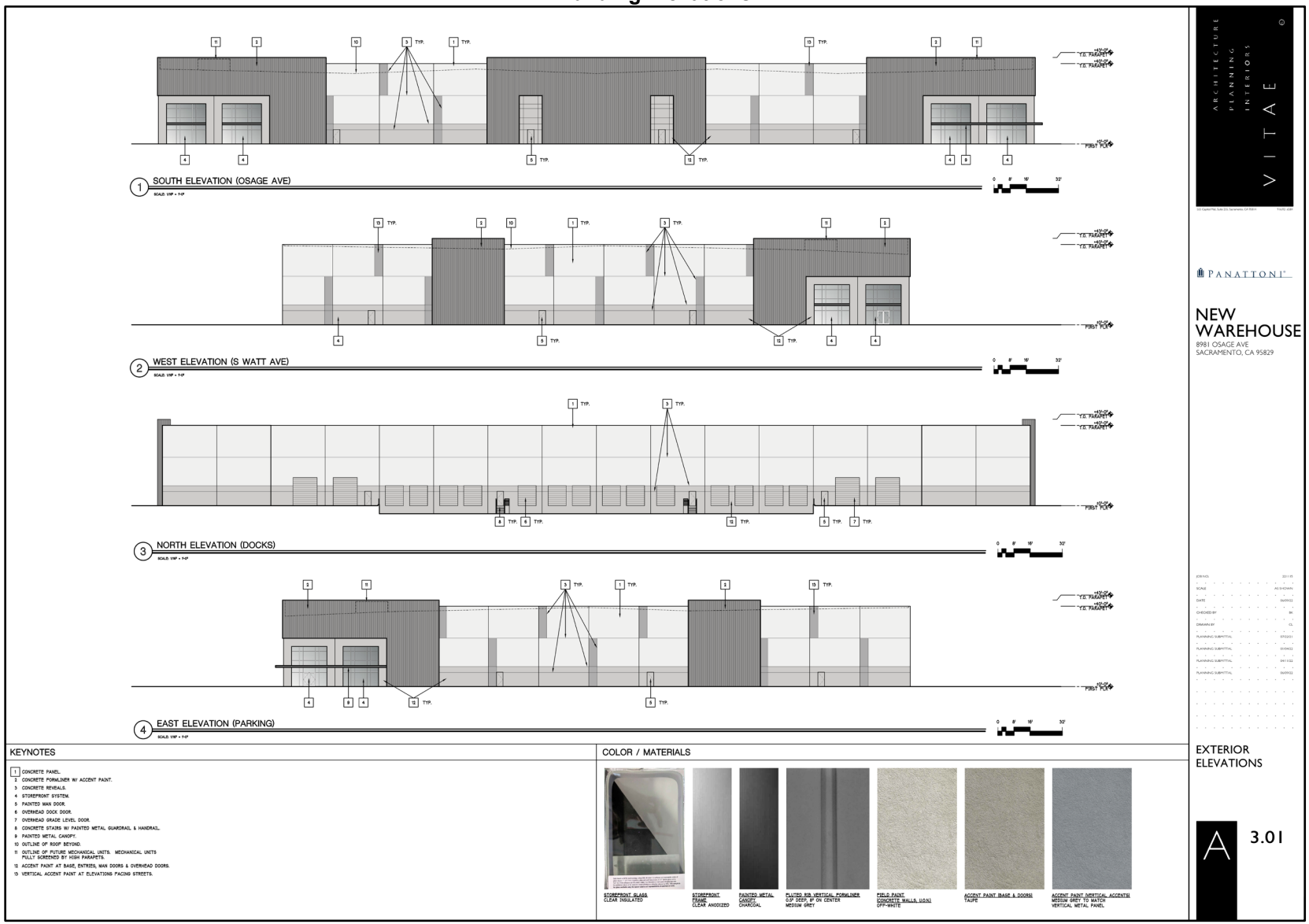
NEW WAREHOUSE
8981 OSAGE AVE
SACRAMENTO, CA 95829

JOB NO.	221115
SCALE	AS SHOWN
DATE	06/09/22
CHECKED BY	BK
DRAWN BY	CL
PLANNING SUBMITTAL	07/22/22
PLANNING SUBMITTAL	01/09/23
PLANNING SUBMITTAL	04/19/23
PLANNING SUBMITTAL	06/09/23

SITE PLAN

A 1.01

Figure 4
Building Elevations



Site Access, Parking, and Circulation

Access to the project site would be provided by two new driveways from Osage Avenue, located east of the proposed warehouse (refer to Figure 3). The western driveway would provide access to the surface parking lot, while the eastern driveway would provide access to the loading docks in the rear of the building. A six-foot-tall chain link fence with a sliding gate would be installed at the eastern driveway in order to limit access to the loading dock area. In addition, a concrete sidewalk would be installed along Osage Avenue, and would provide pedestrian access from Osage Avenue to the primary entrance to the warehouse.

The proposed project would include a primary surface parking lot to the east of the proposed warehouse, and a small four-space parking lot northwest of the proposed warehouse. The parking areas would include a total of 116 stalls, including 68 standard stalls, 12 compact stalls, five accessible stalls, 13 electric vehicle stalls, and 18 designated clean air vehicle stalls. Fourteen loading docks would be provided on the northern side of the building. In addition, four bicycle racks and ten bike lockers would be provided on-site.

Landscaping

The landscaping plan for the proposed project is included as Figure 5. As presented therein, trees, shrubs, and groundcover would be provided throughout the project site, including the Osage Avenue frontage, the northwestern perimeter of the site, and throughout the parking areas. The proposed plant species would include, but are not limited to, crape myrtle, forest green oak, frontier elm, cork oak, heavenly bamboo, society garlic, blue fescue, and more. Primarily low water-use species would be used, and the landscaping plan would achieve 50 percent shade in the parking area in 15 years.

Additionally, the development would include two bioretention areas, which would be landscaped with coffeeberry and blue rush. The proposed bioretention areas are discussed in further detail under Stormwater Drainage, below.

Utility Infrastructure

The following discussion relates to the water, wastewater, and stormwater drainage infrastructure components of the proposed project (see Figure 6).

Water

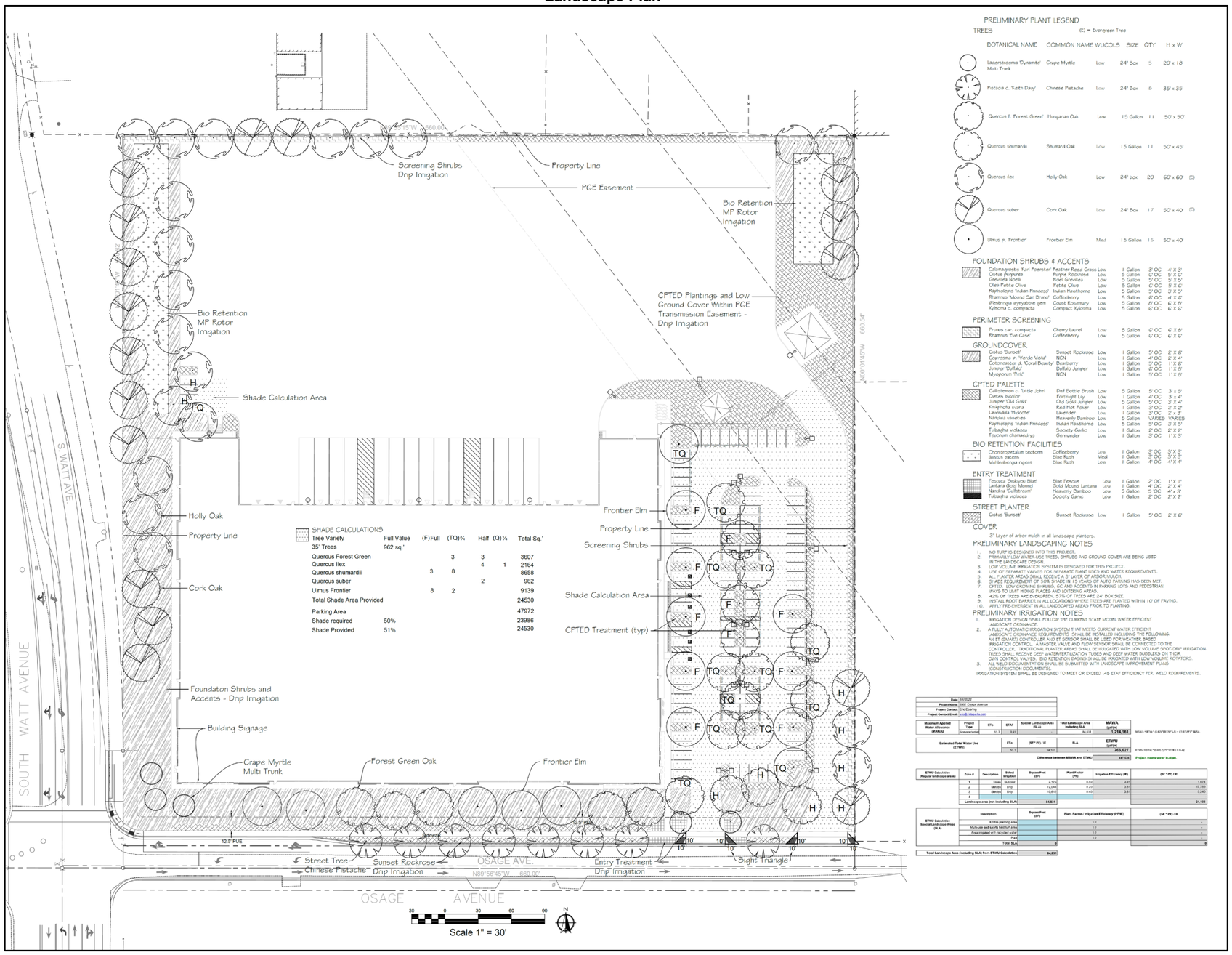
The project site is currently undeveloped and would therefore require connection to the municipal water supply provided by the City of Sacramento Department of Utilities. The City uses surface water from the American and Sacramento rivers as well as groundwater north of the American River to meet the City's demands.

Domestic water would be provided through new connections to the existing 12-inch water main in South Watt Avenue and/or the 12-inch water main in Osage Avenue. In addition, a new water line for fire protection would extend around the proposed warehouse, and seven fire hydrants would be installed around the building perimeter.

Wastewater

Development the project site would require connection to sewage and wastewater treatment infrastructure, which would be provided by the Sacramento Area Sewer District (SASD) and the Sacramento Regional County Sanitation District (SRCSD). Wastewater generated in the project area is collected in the SASD system through a series of sewer pipes and pump stations. Once collected in the SASD system, wastewater flows into the SRCSD interceptor system, where the wastewater is conveyed to the Sacramento Regional Wastewater Treatment Plant (SRWWTP). The SRWWTP is owned and operated by the SRCSD and provides sewage treatment for the entire City. SASD requires each building with a wastewater source on each lot to have a separate connection to SASD's sewer system. As part of the proposed project, a new six-inch sanitary sewer line would direct wastewater from the proposed warehouse to the existing 10-inch sewer main in Osage Avenue.

Figure 5
Landscape Plan



SHADE CALCULATIONS

Tree Variety	Full Value	(F)Full	(TQ)¾	Half (Q)¼		Total Sq.'
35' Trees	962 sq.'					
Quercus Forest Green			3	3		3607
Quercus Ilex			4	1		2164
Quercus shumardii		3	8			8658
Quercus suber				2		962
Ulmus Frontier		8	2			9139
Total Shade Area Provided						24530
Parking Area						47972
Shade required	50%					23986
Shade Provided	51%					24530

PRELIMINARY PLANT LEGEND

TREES (E) = Evergreen Tree

BOTANICAL NAME	COMMON NAME	WUCOLS	SIZE	QTY	H x W
Lagerstroemia 'Dynamite' Multi Trunk	Crape Myrtle	Low	24" Box	5	20' x 18'
Pistacia c. 'Keith Davy'	Chinese Pistache	Low	24" Box	8	35' x 35'
Quercus f. 'Forest Green'	Hungarian Oak	Low	15 Gallon	11	50' x 50'
Quercus shumardii	Shumard Oak	Low	15 Gallon	11	50' x 45'
Quercus ilex	Holly Oak	Low	24" box	20	60' x 60' (E)
Quercus suber	Cork Oak	Low	24" Box	17	50' x 40' (E)
Ulmus p. 'Frontier'	Frontier Elm	Med	15 Gallon	15	50' x 40'

FOUNDATION SHRUBS & ACCENTS

Calamagrostis 'Karl Foerster'	Feather Reed Grass	Low	1 Gallon	3' OC	4' X 3'
Cistus purpureus	Purple Rockrose	Low	5 Gallon	4' OC	5' X 5'
Grevillea 'Noell'	Noel Grevillea	Low	5 Gallon	5' OC	5' X 5'
Olea 'Petite Olive'	Petite Olive	Low	5 Gallon	6' OC	5' X 5'
Raphiolepis 'Indian Princess'	Indian Hawthorne	Low	5 Gallon	5' OC	3' X 5'
Rhamnus 'Mound San Bruno'	Coffeeberry	Low	5 Gallon	4' OC	4' X 4'
Westringia wynyabbie gem	Coast Rosemary	Low	5 Gallon	6' OC	6' X 6'
Xylosma c. compacta	Compact Xylosma	Low	5 Gallon	6' OC	6' X 6'

PERIMETER SCREENING

Prunus cer. compacta	Cherry Laurel	Low	5 Gallon	6' OC	6' X 8'
Rhamnus 'Eve Case'	Coffeeberry	Low	5 Gallon	6' OC	6' X 6'

GROUNDCOVER

Cistus 'Sunset'	Sunset Rockrose	Low	1 Gallon	5' OC	2' X 6'
Coprosma p. 'Verde Vista'	NCN	Low	1 Gallon	4' OC	2' X 4'
Cotoneaster d. 'Coral Beauty'	Bearberry	Low	1 Gallon	5' OC	1' X 6'
Juniper 'Buffalo'	Buffalo Juniper	Low	1 Gallon	6' OC	1' X 8'
Myoporum 'Pink'	NCN	Low	1 Gallon	5' OC	1' X 8'

CPTED PALETTE

Callistemon c. 'Little John'	Dwf Bottle Brush	Low	5 Gallon	5' OC	3' x 5'
Dietes bicolor	Fortnight Lily	Low	1 Gallon	4' OC	3' x 4'
Juniper 'Old Gold'	Old Gold Juniper	Low	5 Gallon	5' OC	3' X 4'
Kniphofia uvaria	Red Hot Poker	Low	1 Gallon	3' OC	2' x 2'
Lavendula 'Hidcote'	Lavender	Low	1 Gallon	3' OC	2' x 3'
Nandina varieties	Heavenly Bamboo	Low	5 Gallon	VARIES	VARIES
Raphiolepis 'Indian Princess'	Indian Hawthorne	Low	5 Gallon	5' OC	3' X 5'
Tulbaghia violacea	Society Garlic	Low	1 Gallon	2' OC	2' x 2'
Teucrium chamaedrys	Germander	Low	1 Gallon	3' OC	1' X 3'

BIO RETENTION FACILITIES

Chondropetalum tectorm	Coffeeberry	Low	1 Gallon	3' OC	3' X 3'
Juncus patens	Blue Rush	Medi	1 Gallon	3' OC	3' X 3'
Muhlenbergia rigens	Blue Rush	Low	1 Gallon	4' OC	4' X 4'

ENTRY TREATMENT

Festuca 'Boliyou Blue'	Blue Fescue	Low	1 Gallon	2' OC	1' X 1'
Lantana Gold Mound	Gold Mound Lantana	Low	1 Gallon	4' OC	2' X 4'
Nandina 'Gulfstream'	Heavenly Bamboo	Low	5 Gallon	5' OC	4' x 3'
Tulbaghia violacea	Society Garlic	Low	1 Gallon	2' OC	2' X 2'

STREET PLANTER

Cistus 'Sunset'	Sunset Rockrose	Low	1 Gallon	5' OC	2' X 6'

COVER

3" Layer of arbor mulch in all landscape planters.

PRELIMINARY LANDSCAPING NOTES

1. NO TURF IS DESIGNED INTO THIS PROJECT.
2. PRIMARILY LOW WATER USE TREES, SHRUBS AND GROUND COVER ARE BEING USED IN THE LANDSCAPE DESIGN.
3. LOW VOLUME IRRIGATION SYSTEM IS DESIGNED FOR THIS PROJECT.
4. USE OF SEPARATE VALVES FOR SEPARATE PLANT USES AND WATER REQUIREMENTS.
5. ALL PLANTER AREAS SHALL RECEIVE A 3" LAYER OF ARBOR MULCH.
6. SHADE REQUIREMENT OF 50% SHADE IN 15 YEARS OF AUTO PARKING HAS BEEN MET.
7. CPTED: LOW GROWING SHRUBS, GC AND ACCENTS IN PARKING LOTS AND PEDESTRIAN WAYS TO LIMIT HIDING PLACES AND LOITERING AREAS.
8. 42% OF TREES ARE EVERGREEN. 57% OF TREES ARE 24" BOX SIZE.
9. INSTALL ROOT BARRIER IN ALL LOCATIONS WHERE TREES ARE PLANTED WITHIN 10' OF PAVING.
10. APPLY PRE-EMERGENT IN ALL LANDSCAPED AREAS PRIOR TO PLANTING.

PRELIMINARY IRRIGATION NOTES

1. IRRIGATION DESIGN SHALL FOLLOW THE CURRENT STATE MODEL WATER EFFICIENT LANDSCAPE ORDINANCE.
2. A FULLY AUTOMATIC IRRIGATION SYSTEM THAT MEETS CURRENT WATER EFFICIENT LANDSCAPE ORDINANCE REQUIREMENTS SHALL BE INSTALLED INCLUDING THE FOLLOWING:
   AN ET (SMART) CONTROLLER AND ET SENSOR SHALL BE USED FOR WEATHER BASED IRRIGATION CONTROL. A MASTER VALVE AND FLOW SENSOR SHALL BE CONNECTED TO THE CONTROLLER. TRADITIONAL PLANTER AREAS SHALL BE IRRIGATED WITH LOW VOLUME SPOT-DRIP IRRIGATION. TREES SHALL RECEIVE DEEP WATER/FERTILIZATION TUBES AND DEEP WATER BUBBLERS ON THEIR OWN CONTROL VALVES. BIO RETENTION BASINS SHALL BE IRRIGATED WITH LOW VOLUME ROTATORS.
3. ALL WELO DOCUMENTATION SHALL BE SUBMITTED WITH LANDSCAPE IMPROVEMENT PLANS (CONSTRUCTION DOCUMENTS).
   IRRIGATION SYSTEM SHALL BE DESIGNED TO MEET OR EXCEED .45 ETAF EFFICIENCY PER. WELO REQUIREMENTS.

Date:	4/1/2022
Project Name:	2681 Osage Avenue
Project Context:	Site Covering
Project Contact Email:	rob@rdesworks.com

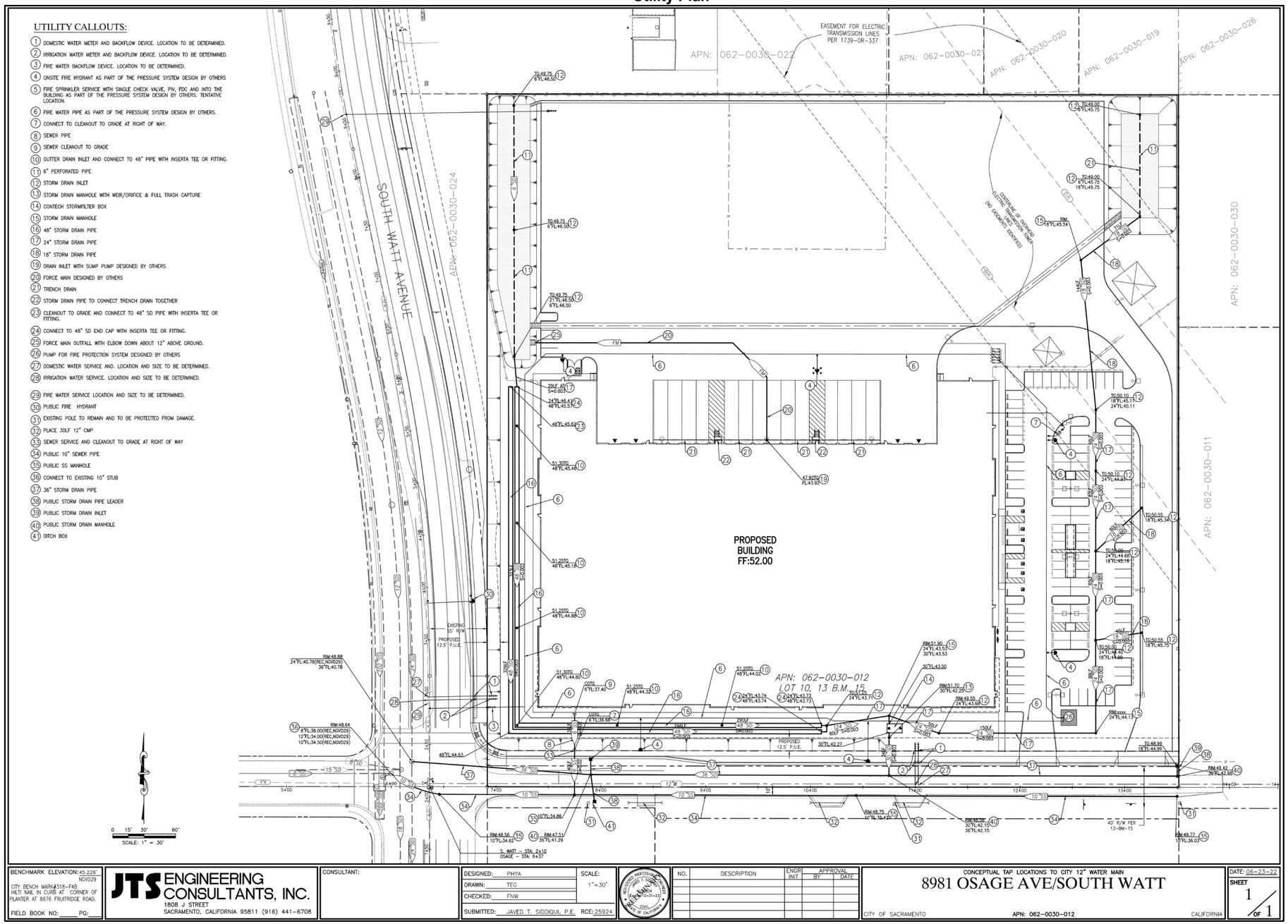
Maximum Applied Water Allowance (MAWA)	Project Type	ETo	ETAF	Special Landscape Area (SLA)	Total Landscape Area including SLA	MAWA (gal/yr)	
	Nonrecreational	51.3	0.45		84,931	1,214,161	MAWA = (ETo) * (0.62) * [(ETAF * LA) + ((1-ETAF) * SLA)]

Estimated Total Water Use (ETWU)	ETo	(SF * PF) / IE	SLA	ETWU (gal/yr)	
	51.3	24,103	-	766,627	ETWU = (ETo) * (0.62) * [(((SF * PF) / IE) + SLA)
		Difference between MAWA and ETWU		447,534	Project meets water budget.

ETWU Calculation (Regular landscape areas)	Zone #	Description	Select Irrigation	Square Feet (SF)	Plant Factor (PF)	Irrigation Efficiency (IE)	(SF * PF) / IE
	1	Trees	Bubbler	2,170	0.40	0.81	1,078
	2	Shrubs	Drip	72,040	0.20	0.81	17,795
	3	Shrubs	Drip	10,810	0.40	0.81	5,340
	4						-
	Landscape area (not including SLA)			84,931			24,103

ETWU Calculation Special Landscape Areas (SLA)	Description	Square Feet (SF)	Plant Factor / Irrigation Efficiency (PF/IE)	(SF * PF) / IE
	Edible planting area		1.0	-
	Multiuse and sports field turf area		1.0	-
	Area irrigated with recycled water		1.0	-
	Pool		1.0	-
	Total SLA	0		0
Total Landscape Area (including SLA) from ETWU Calculation		84,931		

Figure 6
Utility Plan



BENCHMARK ELEVATION: 45.228' NGVD29 CITY BENCH MARK #318-F48 HILTI NAIL IN CURB AT CORNER OF PLANTER AT 8676 FRUITRIDGE ROAD. FIELD BOOK NO: ____ PG: ____	JTS ENGINEERING CONSULTANTS, INC. 1808 J STREET SACRAMENTO, CALIFORNIA 95811 (916) 441-6708	CONSULTANT:	DESIGNED: PHYA DRAWN: TEG CHECKED: FNW SUBMITTED: JAVED T. SIDDIQUI, P.E. RCE: 25924	SCALE: 1"=30'	NO. / DESCRIPTION / ENGR INIT / APPROVAL BY / DATE	CONCEPTUAL TAP LOCATIONS TO CITY 12" WATER MAIN 8981 OSAGE AVE/SOUTH WATT CITY OF SACRAMENTO APN: 062-0030-012 CALIFORNIA	DATE: 06-23-22 SHEET 1 OF 1

Stormwater Drainage

The City's Department of Utilities provides storm drainage service throughout the City by using drain inlets, pumps, and canals. Stormwater is transported to the SRCSD's SRWWTP, where runoff is then treated prior to discharge into the Sacramento River.

All stormwater runoff from impervious surfaces, such as roofs and pavement, would be directed by curbs and gutters into new stormwater lines on the project site. Runoff from the northern portion of the project site would be directed towards a force main located on the north side of the proposed building, where stormwater would be pumped into one of two bioretention areas. Treated stormwater from the bioretention areas and untreated runoff from the surface parking lot would be routed into a Contech Stormfilter box located south of the proposed building, and would ultimately discharge into a proposed 36-inch stormwater main in Osage Avenue.

Project Entitlements

The proposed project would require approval of the following entitlements:

- Approval of the Initial Study and Mitigation and Monitoring Plan; and
- Site Plan and Design Review.

SECTION III – ENVIRONMENTAL CHECKLIST AND DISCUSSION

LAND USE, POPULATION AND HOUSING, AGRICULTURAL RESOURCES

Introduction

The California Environmental Quality Act (CEQA) requires the Lead Agency to examine the effects of a project on the physical conditions that exist within the area that would be affected by the project. CEQA also requires a discussion of any inconsistency between the proposed project and applicable general plans and regional plans.

An inconsistency between the proposed project and an adopted plan for land use development in a community would not constitute a physical change in the environment. When a project diverges from an adopted plan, however, it may affect planning in the community regarding infrastructure and services, and the new demands generated by the project may result in later physical changes in response to the project.

In the same manner, the fact that a project brings new people or demand for housing to a community does not, by itself, change the physical conditions. An increase in population may, however, generate changes in retail demand or demand for governmental services, and the demand for housing may generate new activity in residential development. Physical environmental impacts that could result from implementing the proposed project are discussed in the appropriate technical sections.

This section of the Initial Study identifies the applicable land use designations, plans and policies, and permissible densities and intensities of use, and discusses any inconsistencies between these plans and the proposed project. This section also discusses agricultural resources and wildfire, and the effect of the project on these resources.

Discussion

Land Use

The project site is designated Industrial in the 2035 City of Sacramento General Plan, and the project site is zoned Heavy Industrial (M-2(S)-R). The Industrial land use designation allows for industrial or manufacturing uses that may occur within or outside the building. The Heavy Industrial zoning district allows for multi-family residential, commercial, institutional, industrial, and agricultural uses. Warehouses and distribution centers are permitted if the use is located greater than one half mile from the center of an existing or proposed light rail station platform. The proposed project would involve development of a warehouse, and the project site is located over one-half mile from an existing or proposed light rail platform. As a result, the proposed project would be considered consistent with the General Plan land use and zoning designations. Therefore, development of the project site has been previously considered by the City and evaluated in the Master EIR.

The project site is located in a portion of the community that is developed with residential and industrial uses. Surrounding land uses include industrial uses to the north and west, single-family residences to the south, and a junkyard and single-family residences to the east. The site does not contain any existing residential development, and implementation of the project would not physically divide an established community. Development of the site would alter the existing on-site landscape from an empty grass/dirt lot to a warehouse surrounded by parking lots and two bioretention area. However, the development would be consistent with surrounding land uses and with the site's planned use.

Based on the above, the proposed project would not result in impacts related to land use.

Population and Housing

Implementation of the proposed project would not displace any existing housing units or people and, as a result, the construction or replacement of housing elsewhere would not be required for the project. In addition, the proposed project would not include the development of any residential units. Consequently, development would not add to the population of the City. As previously mentioned, the proposed project is consistent with the General Plan land use and zoning designations. As such, impacts related to population and housing associated with buildout of the project site would have been addressed as part of the Master EIR analysis. As a result, the project would not be considered to induce population beyond what was previously analyzed in the Master EIR.

Agricultural Resources

The project site itself is not developed, but the project site is located in a developed area that would not be practical to convert to farmland. According to the California Department of Conservation Important Farmland Map, the project site is classified as Farmland of Local Importance.[1] As such, the project site does not contain soils designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.

The Master EIR discussed the potential impact of development under the 2035 General Plan on agricultural resources (see Master EIR, Chapter 4.1). In addition to evaluating the effect of the General Plan on sites within the City, the Master EIR noted that to the extent the Sacramento General Plan accommodates future growth within the City limits, the conversion of farmland outside the City limits is minimized (Master EIR, page 4.1-3). The Master EIR concluded that the impact of the General Plan on agricultural resources within the City was less than significant. Thus, the proposed project would not result in significant environmental effects related to agricultural resources.

Wildfire

Pursuant to the CAL FIRE Fire and Resources Assessment Program (FRAP), the City of Sacramento is located within a Local Responsibility Area (LRA). The project site is not located within or adjacent to a designated Very High Fire Hazard Severity Zone (VHFHSZ).[2] Furthermore, the project site is located within a developed area where a substantial wildland-urban interface does not exist. Thus, the risk of wildfire at the project site is minimal. The Master EIR does not identify any significant impacts related to wildfire risk. Based on the above, the proposed project would not create a substantial fire risk for existing development in the project vicinity. Therefore, the project would not have a significant impact related to Wildfire.

[1] California Department of Conservation. *California Important Farmland Finder*. Available at: https://maps.conservation.ca.gov/DLRP/CIFF/. Accessed August 2021.

[2] California Department of Forestry and Fire Protection. *Fire and Resource Assessment Program (FRAP).* Available at: https://frap.fire.ca.gov/. Accessed August 2021.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
1. AESTHETICS Would the proposal: A) Create a new source of glare that would cause a public hazard or annoyance?			X
B) Create a new source of light that would be cast onto oncoming traffic or residential uses?			X
C) Substantially degrade the existing visual character of the site or its surroundings?			X

ENVIRONMENTAL SETTING

The 9.51-acre project site is currently undeveloped, with the exception of a concrete pad on the northern edge of the site and two transmission line towers located on the eastern edge of the site. The associated transmission lines transect the project site diagonally, intersecting the project site's northern and eastern boundaries and travelling above the project site's northeastern corner. Surrounding existing land uses include industrial uses to the north and west, single-family residences to the south, and a junkyard and single-family residences to the east. The project site is generally located within an area of the City featuring large industrial facilities to the west and north and single-family residences on large parcels to the south and east. The site is bound by South Watt Avenue to the west and Osage Avenue to the south.

Public views of the project site include views from motorists, bicyclists, and pedestrians travelling on South Watt Avenue and Osage Avenue. Public views of the project site are not obstructed due to the lack of trees on the project site.

Existing scenic resources in the City include major natural open space features such as the American River and Sacramento River, including associated parkways. In addition, the State Capitol is a scenic resource within the City defined by the Capitol View Protection Ordinance. The project site does not contain any identified scenic resources and is not located within an area designated as a scenic resource or vista. The California Department of Transportation (Caltrans) manages the State Scenic Highway System which provides guidance and assists local government agencies with the process to officially designate scenic highways. According to Caltrans, designated scenic highways are not located in proximity to the project site and the project site is not visible from any State-designated scenic highways.[3]

STANDARDS OF SIGNIFICANCE

The significance criteria used to evaluate the proposed project's potential impacts to aesthetics are based on Appendix G of the CEQA Guidelines, thresholds of significance adopted by the City in applicable general plans and previous environmental documents, and professional judgment. A significant impact related to aesthetics would occur if the project would:

- Substantially interfere with an important scenic resource or substantially degrade the view of an existing scenic resource; or
- Create a new source of substantial light or glare that is substantially greater than typical urban sources and could cause sustained annoyance or hazard for nearby sensitive receptors.

[3] California Department of Transportation. *California Scenic Highway Mapping System, Sacramento County.* Available at: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa. Accessed August 2021.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

The Master EIR described the existing visual conditions in the City of Sacramento, and the potential changes to those conditions that could result from development consistent with the 2035 General Plan. See Master EIR, Chapter 4.13, Visual Resources.

The Master EIR identified potential impacts for light and glare (Impact 4.13-1) and concluded that impacts would be less than significant.

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B

New development under the Sacramento General Plan could add sources of light that are similar to the existing urban light sources from one of the following: exterior building lighting, new street lighting, parking lot lights, and headlights of vehicular traffic. Potential new sources of light associated with development and operation of the proposed project would be similar to the nearby warehouses and industrial buildings to the north and west of the project site. Sensitive land uses would generally be residential uses, especially single- and multi-family residences. The nearest light-sensitive receptors to the project site are the residences directly east and south of the project site.

Because the City of Sacramento is mostly built-out with a level of ambient light that is typical of and consistent with the urban character of a large city, and new development allowed under the 2035 General Plan would be subject to the General Plan policies, building codes, and (for larger projects) Design Review, the introduction of substantially greater intensity or dispersal of light would not occur. For example, Policy ER 7.1.3, Lighting, requires that misdirected, excessive, or unnecessary outdoor lighting be minimized. In addition, Policy ER 7.1.4, Reflective Glass, prohibits new development from resulting in any of the following:

(1) using reflective glass that exceeds 50 percent of any building surface and on the bottom three floors;
(2) using mirrored glass;
(3) using black glass that exceeds 25 percent of any surface of a building;
(4) using metal building materials that exceed 50 percent of any street-facing surface of a primarily residential building; and
(5) using exposed concrete that exceeds 50 percent of any building.

To avoid the creation of a new source of substantial light or glare that is substantially greater than typical urban sources and could cause sustained annoyance or hazard for nearby sensitive receptors, the General Plan Master EIR also recommends General Plan Policy LU 6.1.12, which requires the following features:

(1) Buildings setback from rear or side yard property lines adjoining single-family residential uses;
(2) Building heights stepped back from sensitive adjoining uses to maintain appropriate transitions in scale and to protect privacy and solar access;
(3) Landscaped off-street parking areas, loading areas, and service areas screened from adjacent residential areas, to the degree feasible; and
(4) Lighting shielded and directed downward to minimize impacts on adjacent residential uses (RDR).

Because the project site is currently undeveloped, development of the site with the proposed project would result in the introduction of new light/reflective sources as compared to the existing conditions. However, the new light sources from the building would be of the same character as surrounding development. Additionally, the proposed development would not cast light onto oncoming traffic. Furthermore, the proposed project would be required to comply with the aforementioned General Plan policies, which would be ensured through the Site Plan and Design Review process. Implementation of all applicable General Plan polices would ensure that the new sources of light/glare do not substantially affect the nearby light-sensitive receptors.

Based on the above, while the proposed project would introduce new sources of light and glare to the project site compared to existing conditions, the type and intensity of light and glare would be similar to that of the surrounding industrial developments. Furthermore, the proposed project would comply with all applicable General Plan policies related to minimizing light and glare, and compliance with such policies would be ensured during the Design Review for the project. Therefore, the proposed project would have ***no additional significant environmental effect*** beyond what was previously evaluated in the Master EIR.

Question C

New development associated with the 2035 General Plan could result in changes to important scenic resources as seen from visually sensitive locations. As described above under "Environmental Setting," important existing scenic resources include major natural open space features such as the American River and Sacramento River, including associated parkways. Another important scenic resource is the State Capitol (as defined by the Capitol View Protection Ordinance). Other potential important scenic resources include important historic structures listed on the Sacramento Register of Historic and Cultural Resources, California and/or National Registers.

Visually-sensitive public locations include viewpoints where a change to the visibility of an important scenic resource, or a visual change to the resource itself, would affect the general public. Visually-sensitive public locations include public plazas, trails, parks, parkways, or designated, publicly available and important scenic corridors (e.g., Capitol View Protection Corridor).

The project site is not located near significant visual resources such as the Sacramento River, American River, or the State Capitol.

The 2035 General Plan designates the site Industrial, which permits residential, commercial and institutional, and industrial and agricultural uses. The construction of the proposed project would be consistent with the permitted land use designation for the site and compatible with the existing industrial uses near the site. Because the proposed project is consistent with the General Plan, impacts related to aesthetics have been analyzed and anticipated within the Master EIR. According to the Master EIR, with adherence to policies related to aesthetics, buildout of the General Plan would not substantially alter the existing visual character.

Furthermore, City staff would conduct Site Plan and Design Review prior to implementation of the proposed project. As noted in Chapter 17.808 of the Sacramento City Code, the purpose of Site Plan and Design Review is to ensure that the physical aspects of development projects are consistent with the General Plan and any other applicable specific plans or design guidelines, that projects are high quality and compatible with surrounding development, among other considerations. Accordingly, Site Plan and Design Review for the proposed project would ensure that the proposed development would not result in a substantial degradation in the existing visual character of the project site. Finally, the proposed project would be visually consistent with the surrounding developments, including the adjacent industrial areas to the north and west.

Therefore, potential impacts to the visual character of the project site and its surroundings associated with development of the site with light industrial uses have been previously analyzed in the Master EIR, and the proposed project would have ***no additional significant environmental effect*** beyond what was previously evaluated in the Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Aesthetics.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
2. AIR QUALITY Would the project: A) Result in construction emissions of NO_x above 85 pounds per day?			X
B) Result in operational emissions of NO_x or ROG above 65 pounds per day?			X
C) Violate any air quality standard or have a cumulatively considerable contribution to an existing or projected air quality violation?			X
D) Result in PM_{10} and $PM_{2.5}$ concentrations that exceed SAMQMD requirements?			X
E) Result in CO concentrations that exceed the 1-hour state ambient air quality standard (i.e., 20.0 ppm) or the 8-hour state ambient standard (i.e., 9.0 ppm)?			X
F) Result in exposure of sensitive receptors to substantial pollutant concentrations?			X
G) Result in TAC exposures create a risk of 10 in 1 million for stationary sources, or substantially increase the risk of exposure to TACs from mobile sources?			X
H) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X

ENVIRONMENTAL SETTING

The City of Sacramento is located within the Sacramento Valley Air Basin (SVAB), which is a valley bounded by the North Coast Mountain Ranges to the west and the Northern Sierra Nevada Mountains to the east. The terrain in the valley is flat and approximately 25 feet above sea level. The City, including the project site, is located within the jurisdiction of the Sacramento Air Quality Management District (SMAQMD).

Hot, dry summers and mild, rainy winters characterize the Mediterranean climate of the Sacramento Valley. Throughout the year, daily temperatures may range by 20 degrees Fahrenheit with summer highs often exceeding 100 degrees and winter lows occasionally below freezing. Average annual rainfall is about 20 inches and snowfall is very rare. Summertime temperatures are normally moderated by the presence of the "Delta breeze" that arrives through the Carquinez Strait in the evening hours.

The mountains surrounding the SVAB create a barrier to airflow, which can trap air pollutants in the valley. The highest frequency of air stagnation occurs in the autumn and early winter when large high-pressure cells lie over the valley. The lack of surface wind during these periods and the reduced vertical flow caused by less surface heating reduces the influx of outside air and allows air pollutants to become concentrated in a stable volume of air. The surface concentrations of pollutants are highest when these conditions are combined with temperature inversions that trap cooler air and pollutants near the ground.

The warmer months in the SVAB (May through October) are characterized by stagnant morning air or light winds, and the Delta breeze that arrives in the evening out of the southwest. Usually, the evening breeze

transports a portion of airborne pollutants to the north and out of the Sacramento Valley. During about half of the day from July to September, however, a phenomenon called the "Schultz Eddy" prevents this from occurring. Instead of allowing the prevailing wind patterns to move north carrying the pollutants out of the valley, the Schultz Eddy causes the wind pattern to circle back south. This phenomenon exacerbates the pollution levels in the area and increases the likelihood of violating Federal or State standards. The Schultz Eddy normally dissipates around noon when the Delta breeze begins.

Criteria Air Pollutants

Concentrations of emissions from criteria air pollutants (the most prevalent air pollutants known to be harmful to human health) are used to indicate the quality of the ambient air. Criteria air pollutants include ozone, carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), respirable and fine particulate matter (PM_{10} and $PM_{2.5}$), and lead. The sources of criteria air pollutants and their respective acute and chronic health impacts are described in Table 1.

Existing Air Quality

The U.S. Environmental Protection Agency (EPA) has been charged with implementing national air quality programs. EPA's air quality mandates are drawn primarily from the federal Clean Air Act (CAA), which was enacted in 1970 and most recently amended by Congress in 1990. The CAA required EPA to establish the National Ambient Air Quality Standards (NAAQS) for the following criteria air pollutants: ozone, CO, NO_2, SO_2, PM_{10}, $PM_{2.5}$, and lead. CAA also requires each state to prepare a State Implementation Plan (SIP) for attaining and maintaining the NAAQS. The federal Clean Air Act Amendments of 1990 added requirements for states with nonattainment areas to revise their SIPs to incorporate additional control measures to reduce air pollution. Individual SIPs are modified periodically to reflect the latest emissions inventories, planning documents, and rules and regulations of the air basins as reported by their jurisdictional agencies.

The California Air Resources Board (CARB) is the agency responsible for coordination and oversight of State and local air pollution control programs in California and for implementing the California Clean Air Act (CCAA). The CCAA, which was adopted in 1988, required CARB to establish its own California Ambient Air Quality Standards (CAAQS). CARB has established CAAQS for sulfates, hydrogen sulfide, vinyl chloride, visibility-reducing particulate matter, and the above-mentioned criteria air pollutants. In most cases the CAAQS are more stringent than the NAAQS.

The SVAB is currently designated as nonattainment for the NAAQS 8-hour ozone standard and the CAAQS for both 1-hour and 8-hour O_3 standard. The SVAB is also currently designated as nonattainment for both NAAQS and CAAQS 24-hour PM_{10} standards. In addition, the SVAB is currently designated as nonattainment for the NAAQS 24-hour $PM_{2.5}$ standard. The air basin is designated as unclassified or in attainment for the remaining criteria air pollutants (SMAQMD 2019).

Toxic Air Contaminants

According to the California Almanac of Emissions and Air Quality (CARB 2013), the majority of the estimated health risks from toxic air contaminants (TACs) can be attributed to relatively few compounds, the most important being diesel particulate matter (diesel PM). Diesel PM differs from other TACs in that it is not a single substance, but rather a complex mixture of hundreds of substances. Although diesel PM is emitted by diesel-fueled internal combustion engines, the composition of the emissions varies depending on engine type, operating conditions, fuel composition, lubricating oil, and whether an emissions control system is being used. In addition to diesel PM, the TACs for which data are available that pose the greatest existing ambient risk in California are benzene, 1,3-butadiene, acetaldehyde, carbon tetrachloride, hexavalent chromium, para-dichlorobenzene, formaldehyde, methylene chloride, and perchloroethylene.

Table 1
Sources and Health Effects of Criteria Air Pollutants

Pollutant	Sources	Acute[1] Health Effects	Chronic[2] Health Effects
Ozone	Secondary pollutant resulting from reaction of ROG and NO_X in presence of sunlight. ROG emissions result from incomplete combustion and evaporation of chemical solvents and fuels; NO_X results from the combustion of fuels	Increased respiration and pulmonary resistance; cough, pain, shortness of breath, lung inflammation	Permeability of respiratory epithelia, possibility of permanent lung impairment
Carbon monoxide (CO)	Incomplete combustion of fuels; motor vehicle exhaust	Headache, dizziness, fatigue, nausea, vomiting, death	Permanent heart and brain damage
Nitrogen dioxide (NO_2)	Combustion devices; e.g., boilers, gas turbines, and mobile and stationary reciprocating internal combustion engines	Coughing, difficulty breathing, vomiting, headache, eye irritation, chemical pneumonitis or pulmonary edema; breathing abnormalities, cough, cyanosis, chest pain, rapid heartbeat, death	Chronic bronchitis, decreased lung function
Sulfur dioxide (SO_2)	Coal and oil combustion, steel mills, refineries, and pulp and paper mills	Irritation of upper respiratory tract, increased asthma symptoms	Insufficient evidence linking SO_2 exposure to chronic health impacts
Respirable particulate matter (PM_{10}), Fine particulate matter ($PM_{2.5}$)	Fugitive dust, soot, smoke, mobile and stationary sources, construction, fires and natural windblown dust, and formation in the Atmosphere by condensation and/or transformation of SO_2 and ROG	Breathing and respiratory symptoms, aggravation of existing respiratory and cardiovascular diseases, premature death	Alterations to the immune system, carcinogenesis
Lead	Metal processing	Reproductive/developmental effects (fetuses and children)	Numerous effects including neurological, endocrine, and cardiovascular effects

Notes: NO_X = oxides of nitrogen; ROG = reactive organic gases.
1. "Acute" refers to effects of short-term exposures to criteria air pollutants, usually at fairly high concentrations.
2. "Chronic" refers to effects of long-term exposures to criteria air pollutants, usually at lower, ambient concentrations.

Source: EPA 2018.

Sensitive Receptors

Sensitive receptors are generally considered to include those land uses where exposure to pollutants could result in health-related risks to sensitive individuals, such as children or the elderly. Residential dwellings, schools, hospitals, playgrounds, and similar facilities are of primary concern because of the presence of individuals particularly sensitive to pollutants and/or the potential for increased and prolonged exposure of individuals to pollutants. Sensitive receptors in the vicinity of the project site include scattered single-family residences to the east and south of the site, with the nearest sensitive receptor located approximately 80 feet south of the project site, across Osage Avenue.

Greenhouse Gases

Certain gases in the earth's atmosphere, classified as greenhouse gases (GHGs), play a critical role in determining the earth's surface temperature. GHGs are responsible for "trapping" solar radiation in the earth's atmosphere, a phenomenon known as the greenhouse effect. Prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO_2), methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Human-caused emissions of these GHGs in excess of natural ambient concentrations are believed responsible for intensifying the greenhouse effect and leading to a trend of unnatural warming of the earth's climate, known as global climate change or global warming. Emissions of GHGs contributing to global climate change are attributable, in large part, to human activities associated with on-road and off-road transportation, industrial/manufacturing, electricity generation by utilities and consumption by end users, residential and commercial on-site fuel usage, and agriculture and forestry. Emissions of CO_2 are, largely, byproducts of fossil fuel combustion.

The quantity of GHGs in the atmosphere responsible for climate change is not precisely known, but it is enormous. No single project alone would measurably contribute to an incremental change in the global average temperature or to global or local climates or microclimates. From the standpoint of CEQA, GHG impacts relative to global climate change are inherently cumulative.

Several regulations currently exist related to GHG emissions, predominantly Assembly Bill (AB) 32, Executive Order S-3-05, and Senate Bill (SB) 32. AB 32 requires that Statewide GHG emissions be reduced to 1990 levels by 2020. Executive Order S-3-05 established the GHG emission reduction target for the State to reduce to the 2000 level by 2010, the 1990 level by 2020 (AB 32), 40 percent below the 1990 level by 2030, and to 80 percent below the 1990 level by 2050 (SB 32).

To meet the statewide GHG emission targets, the City adopted the City of Sacramento Climate Action Plan (CAP) on February 14, 2012 to comply with AB 32. The CAP identified how the City and the broader community could reduce Sacramento's GHG emissions and included reduction targets, strategies, and specific actions. In 2015, the City of Sacramento adopted the 2035 General Plan Update. The update incorporated measures and actions from the CAP into Appendix B, General Plan CAP Policies and Programs, which includes citywide policies and programs that are supportive of reducing GHG emissions, consistent with the goals of AB 32 and SB 32. It is noted that the City is in the process of adopting a Climate Action and Adaptation Plan (CAAP) that will meet the criteria for a qualified GHG reduction plan. The CAAP has not yet been adopted.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, air quality impacts may be considered significant if construction and/or implementation of the proposed project would result in the following impacts that remain significant after implementation of 2035 General Plan policies:

- Construction emissions of NO_X above 85 pounds per day;
- Operational emissions of NO_X or ROG above 65 pounds per day;
- Violation of any air quality standard or contribute substantially to an existing or projected air quality violation;
- Any increase in PM_{10} concentrations, unless all feasible Best Available Control Technology (BACT) and Best Management Practices (BMPs) have been applied, then increases above 80 pounds per day or 14.6 tons per year;
- CO concentrations that exceed the 1-hour State ambient air quality standard (i.e., 20.0 parts per million [ppm]) or the 8-hour State ambient standard (i.e., 9.0 ppm); or
- Exposure of sensitive receptors to substantial pollutant concentrations.

Ambient air quality standards have not been established for TACs. TAC exposure is deemed to be significant if:

- TAC exposures create a risk of 10 in 1 million for stationary sources, or substantially increase the risk of exposure to TACs from mobile sources.

A project is considered to have a significant effect relating to GHG emissions if the project fails to satisfy the requirements of the City's CAP.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

The Master EIR addressed the potential effects of the 2035 General Plan on ambient air quality and the potential for exposure of people, especially sensitive receptors such as children or the elderly, to unhealthful pollutant concentrations. See Master EIR, Chapter 4.2.

Policies in the 2035 General Plan Environmental Resources Element were identified as mitigating potential effects of development that could occur under the 2035 General Plan. For example, Policy ER 6.1.1 calls for the City to work with the CARB and the SMAQMD to meet State and federal air quality standards; Policy ER 6.1.2 requires the City to review proposed development projects to ensure that the projects incorporate feasible measures that reduce construction and operational emissions; Policy ER 6.1.4 and ER 6.1.11 calls for coordination of City efforts with SMAQMD; and Policy ER 6.1.15 requires the City to give preference to contractors using reduced-emission equipment.

The Master EIR identified exposure to sources of TACs as a potential effect. Policies in the 2035 General Plan would reduce the effect to a less-than-significant level. The policies include ER 6.1.4, requiring coordination with SMAQMD in evaluating exposure of sensitive receptors to TACs, and impose appropriate conditions on projects to protect public health and safety, as well as Policy LU 2.7.5 requiring extensive landscaping and trees along freeways and design elements that provide proper filtering, ventilation, and exhaust of vehicle air emissions from buildings.

The Master EIR found that GHG emissions that would be generated by development consistent with the 2035 General Plan would contribute to climate change on a cumulative basis. Policies of the 2035 General Plan identified in the Master EIR that would reduce construction related GHG emissions include: ER 6.1.2, ER 6.1.11 requiring coordination with SMAQMD to ensure feasible mitigation measures are incorporated to reduce GHG emissions, and ER 6.1.15. The 2035 General Plan incorporates the GHG reduction strategy of the 2012 CAP, which demonstrates compliance mechanism for achieving the City's adopted GHG reduction target of 15 percent below 2005 emissions by 2020. Policy ER 6.1.8 commits the City to assess and monitor performance of GHG emission reduction efforts beyond 2020, and progress toward meeting long-term GHG emission reduction goals, ER 6.1.9 also commits the City to evaluate the feasibility and effectiveness of new GHG emissions reduction measures in view of the City's longer-term GHG emission reductions goal. The discussion of greenhouse gas emissions and climate change in the 2035 General Plan Master EIR are incorporated by reference in this Initial Study (CEQA Guidelines Section 15150).

The Master EIR identified numerous policies included in the 2035 General Plan that addressed greenhouse gas emissions and climate change. See Draft Master EIR, Chapter 4.14, and pages 4.14-1 et seq.

ANSWERS TO CHECKLIST QUESTIONS

Questions A through D

Implementation of the proposed project would contribute local emissions in the area during both construction and operations of the proposed project. In order to evaluate ozone and other criteria air pollutant emissions and support attainment goals for those pollutants that the area is designated nonattainment, the SMAQMD has established recommended thresholds of significance, including mass emission thresholds for construction-related and operational ozone precursors, as the area is under nonattainment for ozone. The SMAQMD's recommended thresholds of significance for the ozone precursors reactive organic gases (ROG) and nitrous oxides (NO_X), PM_{10}, and $PM_{2.5}$, which are expressed in pounds per day (lbs/day), are presented in Table 2.

Table 2
SMAQMD Thresholds of Significance (lbs/day)

Pollutant	Construction Thresholds	Operational Thresholds
NO_X	85	65
ROG	-	65
PM_{10}	Zero (0). If all feasible BACT/BMPs are applied, then: 80 lbs/day and 14.6 tons/yr	Zero (0). If all feasible BACT/BMPs are applied, then: 80 lbs/day and 14.6 tons/yr
$PM_{2.5}$	Zero (0). If all feasible BACT/BMPs are applied, then: 82 lbs/day and 15 tons/yr	Zero (0). If all feasible BACT/BMPs are applied, then: 82 lbs/day and 15 tons/yr

Notes: BACT = Best Available Control Technologies; BMP = Best Management Practices.

Source: Sacramento Metropolitan Air Quality Management District. SMAQMD Thresholds of Significance Table. Available at: http://www.airquality.org/LandUseTransportation/Documents/CH2ThresholdsTable4-2020.pdf. Accessed April 2022.

Because construction equipment emits relatively low levels of ROG, and ROG emissions from other construction processes (e.g., asphalt paving, architectural coatings) are typically regulated by SMAQMD, SMAQMD has not adopted a construction emissions threshold for ROG. SMAQMD has, however, adopted a construction emissions threshold for NO_X, as shown in Table 2, above.

In order to determine whether the proposed project would result in criteria pollutant emissions in excess of the applicable thresholds of significance presented above, the proposed project's emissions have been estimated using the California Emissions Estimator Model (CalEEMod) version 2020.4.0 software – a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify air quality emissions, including GHG emissions, from land use projects. The model applies inherent default values for various land uses, including trip generation rates based on the Institute of Transportation Engineers (ITE) Manual, vehicle mix, trip length, average speed, etc. However, where project-specific data is available, such data should be input into the model. Accordingly, based on information provided by the project applicant, the proposed project's modeling assumed the following:

- Construction would begin in May 2022;
- Construction would occur over an approximately 8-month period;
- A 21,846-sf concrete pad would be demolished as part of project construction;
- During project operations, three 89 horsepower diesel forklifts would operate for eight hours per day, 260 days per year;
- The proposed project would generate 5.24 trips per 1,000 sf of warehouse; and
- The proposed project would comply with all relevant provisions of the Model Water Efficient Landscape Ordinance (MWELO).

The results of the proposed project's emissions estimates were compared to the thresholds of significance above in order to determine the associated level of impact. All CalEEMod modeling results are included as Appendix A to this Initial Study.

Construction Emissions

During construction of the proposed project, which includes demolition of the existing on-site concrete pad, various types of equipment and vehicles would operate on the project site. Construction exhaust emissions would be generated from construction equipment, any earth-moving activities, construction workers' commute, and material hauling for the entire construction period. These activities would involve the use of diesel- and gasoline-powered equipment that would generate emissions of criteria pollutants.

According to the CalEEMod results, the proposed project is estimated to result in maximum daily construction emissions as shown in Table 3.

Table 3 Maximum Unmitigated Project Construction Emissions		
Pollutant	**Project Emissions (lbs/day)**	**SMAQMD Threshold of Significance (lbs/day)**
NO_X	33.12	85
PM_{10}	21.41	80
$PM_{2.5}$	11.62	82
Source: CalEEMod, January 2022 (see Appendix A).		

As shown in the table, the proposed project's maximum unmitigated construction-related emissions would be below the applicable thresholds of significance. As noted previously, to apply the PM_{10} and $PM_{2.5}$ thresholds of significance, projects must implement all feasible SMAQMD BACTs and BMPs related to dust control. In the case of construction activities, projects are required to implement the SMAQMD's identified Basic Construction Emissions Control Practices (BCECPs), which are considered by the SMAQMD to be the applicable construction BMPs. The control of fugitive dust during construction is required by SMAQMD Rule 403, and enforced by SMAQMD staff. Therefore, the non-zero thresholds of significance for PM are applicable.

In addition, all projects under the jurisdiction of SMAQMD are required to comply with all applicable SMAQMD rules and regulations (a complete list of current rules is available at www.airquality.org/rules). Rules and regulations related to construction include, but not limited to, Rule 201 (General Permit Requirements), Rule 402 (Nuisance), Rule 403 (Fugitive Dust), Rule 404 (Particulate Matter), Rule 414 (Water Heaters, Boilers and Process Heaters Rated Less Than 1,000,000 British Thermal Units per Hour), Rule 417 (Wood Burning Appliances), Rule 442 (Architectural Coatings), Rule 453 (Cutback and Emulsified Asphalt Paving Materials), Rule 460 (Adhesives and Sealants), Rule 902 (Asbestos) and CCR requirements related to the registration of portable equipment and anti-idling. Furthermore, all projects are required to implement the SMAQMD's BCECP. Compliance with SMAQMD rules, regulations, and BCECP would ensure that construction emissions are minimized to the extent practicable, and would reduce emissions below the level presented in Table 3. Therefore, impacts related to the proposed project's construction emissions of criteria pollutants would be less than significant.

Operational Emissions

Operation of the proposed project would result in various sources of emissions including emissions related to natural gas combustion for heating mechanisms, landscape maintenance equipment exhaust, consumer products (e.g., cleaning products, spray paint), and mobile sources. Emissions from mobile sources, such as future employee vehicle trips to and from the project site, would make up the majority of the emissions related to project operations. The proposed project's estimated operational emissions are presented in Table 4.

Table 4 Maximum Unmitigated Project Operational Emissions		
Pollutant	**Project Emissions (lbs/day)**	**SMAQMD Threshold of Significance (lbs/day)**
NO_X	6.00	65
ROG	6.17	65
PM_{10}	4.52	80
$PM_{2.5}$	1.34	82
Source: CalEEMod, January 2022 (see Appendix A).		

As shown in the table, the proposed project's maximum unmitigated operational emissions or criteria pollutants would be below the applicable thresholds of significance. It should be noted that the project would not involve installation or operation of any pieces of equipment that would require implementation of SMAQMD's BACTs; therefore, the project would be subject to SMAQMD's mass emissions thresholds for PM_{10} and $PM_{2.5}$. As a result, impacts related to operational emissions of criteria pollutants would be considered less than significant.

Cumulative Emissions

Due to the dispersive nature and regional sourcing of air pollutants, air pollution is already largely a cumulative impact. The non-attainment status of regional pollutants, including ozone and PM, is a result of past and present development, and, thus, cumulative impacts related to these pollutants could be considered cumulatively significant. SMAQMD rules and regulations, as well as the thresholds of significance, have been developed with the intent to ensure continued attainment of AAQS, or to work towards attainment of AAQS for which the area is currently designated nonattainment, consistent with applicable air quality plans. As future attainment of AAQS is a function of successful implementation of SMAQMD's planning efforts, according to the SMAQMD Guide, by exceeding the SMAQMD's project-level thresholds for construction or operational emissions, a project could contribute to the region's nonattainment status for ozone and PM emissions and could be considered to conflict with or obstruct implementation of the SMAQMD's air quality planning efforts. Consequently, the SMAQMD Guide states that SMAQMD's approach to thresholds of significance is key to determining whether a project's individual emissions would result in a cumulatively considerable adverse contribution to the SVAB's existing air quality conditions. If a project's emissions are estimated to be less than the thresholds, the project would not be expected to result in a cumulatively considerable contribution to the significant cumulative impact.

As discussed above, the proposed project would result in construction and operational emissions below all applicable SMAQMD thresholds of significance. Therefore, the proposed project would not be considered to contribute to the region's nonattainment status for ozone or PM emissions and would not conflict with or obstruct implementation of the SMAQMD's air quality planning efforts. Accordingly, the proposed project would not be considered to result in a new cumulatively considerable net increase of a criteria pollutant for which the project region is non-attainment beyond what has been previously anticipated for the project site by the County.

Conclusion

As discussed above, the proposed project would not result in construction or operational emissions in excess of the applicable thresholds of significance. Thus, the proposed project would not violate any AAQS, contribute substantially to an existing or projected air quality violation, or result in PM concentrations greater than the applicable thresholds. Therefore, the proposed project would have ***no additional significant environmental effect*** beyond what was previously evaluated in the Master EIR.

Question E

Localized concentrations of CO are related to the levels of traffic and congestion along streets and at intersections. Per the SMAQMD Guide, emissions of CO are generally of less concern than other criteria pollutants, as operational activities are not likely to generate substantial quantities of CO, and the SVAB has been in attainment for CO for multiple years.[4] The use of construction equipment at the project site would result in limited generation of CO; however, the total amount of CO emitted by construction equipment would be minimal and would not have the potential to result in health risks to any nearby receptors. Similarly, while the proposed project would result in an increase in vehicle trips and truck trips travelling to and from the project site, the amount of CO emitted by such vehicles and trucks would be limited, and, thus, would not be anticipated to result in health risks to any nearby receptors. Consequently, the proposed project would have ***no additional significant environmental effects*** related to localized CO emissions beyond what was previously evaluated in the Master EIR.

Question F and G

The area surrounding the project site is currently developed with industrial uses to the north and west, a junkyard to the east, and single-family residences to the south and east. The existing single-family

[4] Sacramento Metropolitan Air Quality Management District. *Guide to Air Quality Assessment, Chapter 4: Operational Criteria Air Pollutant and Precursor Emissions*. June 2020.

residences would be considered sensitive receptors, with the closest located approximately 80 feet south of the project site boundary.

TAC Emissions

Another category of environmental concern is TACs. The CARB *Air Quality and Land Use Handbook: A Community Health Perspective* (Handbook) provides recommended setback distances for sensitive land uses from major sources of TACs, including, but not limited to, freeways and high traffic roads, gasoline dispensing facilities, chrome plating operations, distribution centers, and rail yards. The CARB has identified diesel PM from diesel-fueled engines as a TAC; thus, high volume freeways, stationary diesel engines, and facilities attracting heavy and constant diesel vehicle traffic are identified as having the highest associated health risks from diesel PM. Health risks associated with TACs are a function of both the concentration of emissions and the duration of exposure, where the higher the concentration and/or the longer the period of time that a sensitive receptor is exposed to pollutant concentrations would correlate to a higher health risk.

The project site is not located in an area identified as likely to contain natural-occurring asbestos, which has been identified as a TAC. In addition, stationary sources of TACs (i.e., diesel generators) are not proposed to be included as part of the project. Thus, sensitive receptors would not be exposed to TACs associated with naturally-occurring asbestos or stationary sources as a result of the proposed project.

The proposed project would involve components that would result in emissions of TACs. In particular, implementation of the proposed project would result in emissions related to project construction, and the use of heavy-duty diesel trucks to transport goods to and from the site. Each source of TACs is discussed in further depth below.

Construction Equipment

Short-term, construction-related activities would result in the generation of TACs, specifically diesel PM, from on-road haul trucks and off-road equipment exhaust emissions. However, construction is temporary and occurs over a relatively short duration in comparison to the operational lifetime of the proposed project. Specifically, per project-specific information provided by the project applicant, construction would occur over an approximately 8-month period. The exposure period typically analyzed in health risk assessments is 30 years or greater, which is substantially longer than the 8-month construction period associated with the proposed project. In addition, only portions of the site would be disturbed at a time, with operation of construction equipment regulated by federal, State, and local regulations, including SMAQMD rules and regulations, and occurring intermittently throughout the course of a day. Considering the short-term nature of construction activities, the regulated and intermittent nature of the operation of construction equipment, and the highly dispersive nature of diesel PM, the likelihood that any one sensitive receptor would be exposed to high concentrations of diesel PM for any extended period of time would be low. For the aforementioned reasons, project construction would not be expected to expose sensitive receptors to substantial pollutant concentrations.

Heavy-Duty Trucks

The proposed project would consist of the development of a 115,468-sf warehouse building, which would involve the use of heavy-duty diesel trucks during project operations. The CARB Handbook includes distribution centers involving heavy-duty diesel truck traffic of more than 100 trucks per day as a source of substantial TAC emissions. According to the Focused Transportation Analysis prepared for the proposed project, the project would generate 62 heavy-duty diesel truck trips daily. Because the proposed project would not involve more than 100 heavy-duty diesel truck trips per day, pursuant to the CARB Handbook, operation of the project would not generate substantial TAC emissions requiring further study. In addition, it should be noted that Sections 2449 and 2485 of Title 13 of the CCR limits idling of heavy-duty trucks to five minutes. Unless specifically exempted in Sections 2449 and 2485, all diesel-powered equipment and heavy-duty trucks associated with the proposed project would be subject to such idling limitations. Furthermore, the prevailing wind

direction in the project area is towards the north;[5] therefore, any emissions of TACs produced by the proposed project would typically be blown away from the nearest sensitive receptors, which are located to the south and east. As such, the proposed project would not expose sensitive receptors to substantial pollutant concentrations during operations.

Conclusion

As discussed above, the proposed project would not result in the exposure of sensitive receptors to substantial pollutant concentrations, or substantially increase the risk of exposure to TACs from mobile sources. Therefore, the proposed project would have ***no additional significant environmental effects*** beyond what was previously evaluated in the Master EIR.

Question H

Emissions from operations of the proposed project were quantified and would equal approximately 960.47 metric tons of CO_2 equivalent units per year, which is below the SMAQMD threshold of 1,100 metric tons of CO2 equivalent units per year. However, the City of Sacramento does not assess potential impacts related to GHG emissions on the basis of total emissions of GHGs. Rather, the City of Sacramento has integrated a CAP into the City's General Plan, and, thus, potential impacts related to climate change from development within the City are assessed based on the project's compliance with the City's adopted General Plan CAP Policies and Programs set forth in Appendix B of the General Plan Update. The majority of the policies and programs set forth in Appendix B are citywide efforts in support of reducing overall citywide emissions of GHG and are not applicable to individual development projects. However, various policies related to new development within the City would directly apply to the proposed project. The project's general consistency with City policies that would reduce GHG emissions from buildout of the City's General Plan is discussed below.

Goal LU 1.1 and Policy LU 1.1.5 encourage infill development within existing urbanized areas. Given that the proposed project would be consistent with the site's current land use and zoning designations and the areas to the west and north of the project site are currently built-out with industrial uses, the project would be consistent with Goal LU 1.1 and Policy LU 1.1.5. The proposed project would be constructed in compliance with the California Building Standards Code (CBSC), which includes the California Building Energy Efficiency Standards and the California Green Building Code. The CBSC, and the foregoing standards and codes, increase the sustainability of new development through requiring energy efficiency and sustainable design practices (Policy ER 6.1.7). Such sustainable design would support the City's Policy U 6.1.5, which states that energy consumption per capita should be reduced as compared to the year 2005.

Goal LU 2.5, Policy LU 2.5.1, and Policy LU 2.7.6 require that new urban developments should be well-connected, minimize barriers between uses, and create pedestrian-scaled, walkable areas. Considering the industrial nature of the proposed project, such policies do not specifically apply to the project as industrial warehouses are not pedestrian-generating uses. Nonetheless, the proposed project would include on- and off-site pedestrian connections to the existing sidewalks along South Watt Avenue. Therefore, the proposed project would comply with the aforementioned goals and policies.

The Master EIR concluded that buildout of the City's General Plan, including the project site, would not result in a conflict with applicable plans, policies, or regulations adopted for the purpose of reducing GHG emissions. The proposed project would be consistent with the City's General Plan land use and zoning designations for the site as well as the policies discussed above that are intended to reduce GHG emissions from buildout of the City's General Plan. Thus, GHG emissions from operation of the proposed project were previously analyzed in the Master EIR, and would be consistent with the CAP. Considering the project's consistency with the City's General Plan, including the CAP, and the general consistency with the City's General Plan policies intended to reduce GHG emissions, the foregoing annual emissions related to operations of the proposed

[5] WeatherSpark. *Climate and Average Weather Year Round in Sacramento*. Available at: https://weatherspark.com/y/1157/Average-Weather-in-Sacramento-California-United-States-Year-Round. Accessed January 2022.

project have been previously analyzed. Consequently, the proposed project would have ***no additional significant environmental effect*** beyond what was previously evaluated in the Master EIR.

MITIGATION MEASURES

None Required.

FINDINGS

The proposed project would not result in any new project-specific significant environmental effects related to Air Quality.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
3. BIOLOGICAL RESOURCES Would the project: A) Create a potential health hazard, or use, production or disposal of materials that would pose a hazard to plant or animal populations in the area affected?			X
B) Result in substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species of plant or animal species?		X	
C) Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands)?			X

ENVIRONMENTAL SETTING

Prior to human development, the natural habitats within the region included perennial grasslands, riparian woodlands, oak woodlands, and a variety of wetlands including vernal pools, seasonal wetlands, freshwater marshes, ponds, streams, and rivers. Over the last 150 years, agriculture, irrigation, flood control, and urbanization have resulted in the loss or alteration of much of the natural habitat within the City limits. Non-native annual grasses have replaced the native perennial grasslands, many of the natural streams have been channelized, much of the riparian and oak woodlands have been cleared, and most of the marshes have been drained and converted to agricultural or urban uses.

Though the majority of the City is developed with residential, commercial, and other urban development, valuable plant and wildlife habitat still exists. The natural habitats are located primarily outside the City boundaries in the northern, southern and eastern portions of the City, but also occur along river and stream corridors and on a number of undeveloped parcels. Habitats that are present in the City include annual grasslands, riparian woodlands, oak woodlands, riverine, ponds, freshwater marshes, seasonal wetlands, and vernal pools.

The project site is flat and includes ruderal grasses. Morrison Creek, a highly-channelized waterway which eventually flows into the Sacramento River, runs approximately 500 feet south of the project site, roughly parallel to Osage Avenue.

Special-Status Species

Special-status species are plants and animals in the following categories:

- Listed or proposed for listing as threatened or endangered under federal Endangered Species Act (ESA) or candidates for possible future listing;
- Listed or candidates for listing by the state of California as threatened or endangered under the California Endangered Species Act (CESA);
- Listed as Fully Protected under the California Fish and Game Code;
- Animals identified by the California Department of Fish and Wildlife (CDFW) as species of special concern;

- Taxa considered by CDFW to be "rare, threatened, or endangered in California" and assigned a California Rare Plant Rank (CRPR). The CDFW system includes five rarity and endangerment ranks for categorizing plant species of concern, which are summarized as follows:
    - CRPR 1A Plants presumed to be extinct in California;
    - CRPR 1B Plants that are rare, threatened, or endangered in California and elsewhere;
    - CRPR 2 Plants that are rare, threatened, or endangered in California but more common elsewhere;
    - CRPR 3 Plants about which more information is needed (a review list); and
    - CRPR 4 Plants of limited distribution (a watch list).

A locally significant species is a species that is not rare from a statewide perspective but is rare or uncommon in a local context such as within a county or region (CEQA Section 15125[c]) or is so designated in local or regional plans, policies, or ordinances (CEQA Guidelines, Appendix G); or otherwise meets the definition of rare or endangered under CEQA Sections 15380(b) and (d).

Vegetation

The project site is currently covered with ruderal grasses, with the exception of a small concrete pad and two transmission line towers. Vegetation at the site is limited to grasses and small shrubs. Trees are not located on the project site.

Wildlife

Due to the limited diversity of habitat types existing on the property site, the potential for a diversified amount of wildlife is anticipated to be low; however, several trees in the immediate vicinity of the project site and the riparian corridor of Morrison Creek could potentially provide nesting habitat for bird species and other raptors.

Trees

Chapter 12.56, Tree Planting, Maintenance, and Conservation, of the Sacramento City Code establishes guidelines for the conversation, protection, removal, and replacement of both City trees and private protected trees. Per Section 12.56.020, a private protected tree meets at least one of the following criteria:

A. A tree that is designated by City Council resolution to have special historical value, special environmental value, or significant community benefit, and is located on private property;
B. Any native Valley Oak (*Quercus lobata*), Blue Oak (*Quercus douglasii*), Interior Live Oak (*Quercus wislizenii)*, Coast Live Oak (*Quercus agrifolia*), California Buckeye (*Aesculus californica*), or California Sycamore (*Platanus racemosa*), that has a diameter at standard height (DSH) of 12 inches or more, and is located on private property;
C. A tree that has a DSH of 24 inches or more located on private property that:
    a. Is an undeveloped lot; or
    b. Does not include any single unit or duplex dwellings; or
D. A tree that has a DSH of 32 inches or more located on private property that includes any single unit or duplex dwellings.

As previously stated, trees are not located on the project site.

Jurisdictional Waters

The U.S. Army Corps of Engineers (USACE) has regulatory authority of "waters of the U.S.," which include wetlands, pursuant to Section 404 of the Clean Water Act (CWA). Waters of the U.S. includes navigable waters, interstate waters, and all other waters where the use, degradation, or destruction of the waters could affect interstate or foreign commerce, tributaries to any of these waters, and wetlands that meet any of these criteria or that are adjacent to any of these waters or their tributaries. Aquatic resources do not exist on the project site.

STANDARDS OF SIGNIFICANCE

For purposes of this environmental document, an impact would be significant if any of the following conditions or potential thereof, would result with implementation of the proposed project:

- Creation of a potential health hazard, or use, production or disposal of materials that would pose a hazard to plant or animal populations in the area affected;
- Substantial degradation of the quality of the environment, reduction of the habitat, reduction of population below self-sustaining levels of threatened or endangered species of plant or animal; or
- Affect other species of special concern to agencies or natural resource organizations (such as regulatory waters and wetlands).

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

Chapter 4.3 of the Master EIR evaluated the effects of the 2035 General Plan on biological resources within the City. The Master EIR identified potential impacts in terms of degradation of the quality of the environment or reduction of habitat or population below self-sustaining levels of special-status birds, through the loss of both nesting and foraging habitat.

Policies in the 2035 General Plan were identified as mitigating the effects of development that could occur under the provisions of the 2035 General Plan. Policy ER 2.1.5 calls for the City to preserve the ecological integrity of creek corridors and other riparian resources; Policy ER 2.1.10 requires the City to consider the potential impact on sensitive plants for each project and to require pre-construction surveys when appropriate; and Policy ER 2.1.11 requires the City to coordinate its actions with those of the CDFW, U.S. Fish and Wildlife Service (USFWS), and other agencies in the protection of resources.

The Master EIR discussed biological resources in Chapter 4.3. The Master EIR concluded that policies in the General Plan, combined with compliance with the CESA, CEQA would minimize the impacts on special-status species to a less-than-significant level (see Impact 4.3-1), and that the General Plan policies, along with similar compliance with local, state and federal regulation would reduce impacts to a less-than-significant level for habitat for special-status invertebrates, birds, amphibians and reptiles, mammals and fish (Impacts 4.3-3 through 4.3-6).

Given the prevalence of rivers and streams in the incorporated area, impacts to riparian habitat is a common concern. Riparian habitats are known to exist throughout the City, especially along the Sacramento and American rivers and their tributaries. The Master EIR discussed impacts of development adjacent to riparian habitat that could disturb wildlife species that rely on these areas for shelter and food, and could also result in the degradation of these areas through the introduction of feral animals and contaminants that are typical of urban uses. The CDFW regulates potential impacts on lakes, streams, and associated riparian (streamside or lakeside) vegetation through the issuance of Lake or Streambed Alteration Agreements (SAA) (per Fish and Game Code Section 1602), and provides guidance to the City as a resource agency. While there are no federal regulations that specifically mandate the protection of riparian vegetation, federal regulations set forth in Section 404 of the Clean Water Act address areas that potentially contain riparian-type vegetation, such as wetlands.

The General Plan calls for the City to preserve the ecological integrity of creek corridors, canals and drainage ditches that support riparian resources (Policy ER 2.1.5) and wetlands (Policy ER 2.1.6) and requires habitat assessments and impact compensation for projects (Policy ER 2.1.10). has adopted a standard that requires coordination with State and federal agencies if a project has the potential to affect other species of special concern or habitats (including regulatory waters and wetlands) protected by agencies or natural resource organizations (Policy 2.1.11).

Implementation of 2035 General Plan Policy ER 2.1.5 would reduce the magnitude of potential impacts by requiring a 1:1 replacement of riparian habitat lost to development. While this would help mitigate impacts on riparian habitat, large open areas of riparian habitat used by wildlife could be lost and/or degraded

directly and indirectly through development under the 2035 General Plan. Given the extent of urban development designated in the General Plan, the preservation and/or restoration of riparian habitat would likely occur outside of the City limits. The Master EIR concluded that the permanent loss of riparian habitat would be a less-than-significant impact. (Impact 4.3-7)

ANSWERS TO CHECKLIST QUESTIONS

Question A

The use, handling, and storage of hazardous materials is regulated by both the Federal Occupational Safety and Health Administration (Fed/OSHA) and the California Occupational Safety and Health Administration (Cal/OSHA). Cal/OSHA is responsible for developing and enforcing workplace safety regulations. At the local level, the Sacramento County Environmental Management Department regulates hazardous materials within Sacramento County, including chemical storage containers, businesses that use hazardous materials, and hazardous waste management.

Operations associated with the proposed project would be typical of other warehouses in the City, and would be governed by the uses permitted for the site per the City's Municipal Code and General Plan. The project site is designated Industrial by the 2035 General Plan and zoned M-2(S)-R. The M-2(S)-R zoning designation allows for residential uses, commercial and institutional uses, industrial and agricultural uses. Warehouses are permitted if the use is located greater than one half mile from the center of an existing or proposed light rail station platform. The nearest light rail station platform to the project site is the Sacramento Regional Transit District's Watt/Manlove Station, approximately two miles north of the project site. As a result, the proposed project would be allowed under the current zoning and land use designation. Given that development of industrial/warehouse uses has been approved for the project site, impacts associated with such development, including risks to plans or animals, has been previously evaluated in the Master EIR.

The future tenant of the proposed warehouse is unknown at this time; however, it is noted that warehouses are not typically associated with the use, production, or disposal of hazardous materials. The use and storage of hazardous materials is regulated by Chapter 8.64 of the Municipal Code. Section 8.64.040 establishes regulation related to the designation of hazardous materials and requires that a hazardous material disclosure form be submitted within 15 days by any person using or handling a hazardous material. In addition, the routine transport, use, and disposal of hazardous materials are regulated by existing federal, State, and local regulations. For instance, the Sacramento County Environmental Management Department requires businesses handling sufficient quantities of hazardous materials to submit a Hazardous Materials Business Plan and obtain permitting. As the proposed project would be required to comply with all applicable federal, State, and local regulations, the proposed project would not pose a hazard to plant or animal populations in the area.

Based on the above, given that the proposed project is consistent with the land use and zoning designations for the site and would be required to comply with Chapter 8.64 of the City's Municipal Code, the proposed project would have ***no additional significant environmental effect*** related to potential health hazards to plants or animals beyond what was previously evaluated in the Master EIR.

Question B

The proposed project would include development of the 9.51-acre project site with a 115,468-sf warehouse building, one bioretention area, and landscaping features.

A search of the California Natural Diversity Database (CNDDB) was performed for the project site quadrangle (Carmichael) as well as the eight surrounding quadrangles (i.e., Rio Linda, Citrus Heights, Folsom, Buffalo Creek, Sloughhouse, Elk Grove, Florin, Sacramento East) to determine which special-status plant and wildlife species are known to occur within the region. The results of the CNDDB query are discussed below**.**

Special Status Plant Species

Of the 13 special-status plant species identified as having the potential to exist within the area, all were eliminated from further consideration due to habitat requirements (i.e. aquatic, marsh, swamp, wetland, vernal pool) which are not present at the project site. The grasses on the project site appear to be regularly disced. This regular disturbance likely prevents any special-status plant species from becoming established in the field. Due to the lack of sufficient on-site habitat and the disturbed nature of the site, special-status plants are not likely to occur on-site.

Special-Status Wildlife Species

Of the 23 special-status wildlife species identified as having the potential to exist with the area, all were eliminated from consideration due to habitat requirements (i.e. aquatic, marsh, swamp, wetland, vernal, pool, chaparral, coastal scrub, coastal prairie, estuary, riparian, forest, flowing waters). As previously noted, the project site appears to be regularly disturbed. While trees are not located on the project site, the site could provide ground nesting habitat for burrowing owls.

The project site could also provide foraging habitat for special-status bird species, including migratory birds and raptors protected under the California Fish and Game Code Section 3503 and the federal Migratory Bird Treaty Act (MBTA) of 1918 (Title 16 of U.S. Code [U.S.C.] Sections 703-711). Special-status birds have the potential to nest or perch in trees in the vicinity of the project site, could be disturbed by construction activities should construction occur during the bird nesting season. As such, construction of the project could affect suitable foraging habitat, and a potentially significant impact to migratory birds and raptors protected by the MBTA, including the Swainson's hawk, could occur.

Conclusion

Based on the above, development of the proposed project could result in a potentially significant impact to the burrowing owl and other nesting or migratory birds protected by the MBTA, including Swainson's hawk. However, with the implementation of Mitigation Measure 3-1, the ***effect can be mitigated to less than significant***.

Question C

Currently, the project site is an undeveloped grass/dirt field, and land uses surrounding the site include industrial areas and single-family residences. According to the National Wetlands Inventory (NWI), wetlands do not exist on the project site.[6] The nearest wetlands exist along the Morrison Creek riparian corridor, approximately 500 feet south of the project site. However, implementation of the project would not impinge upon the riparian habitat associated with Morrison Creek.

Because the project site does not contain existing water body features such as rivers, creeks, or natural ditches, the proposed project would not have a substantially adverse effect on any sensitive protected wetlands. Therefore, the proposed project would have ***no additional significant environmental effect*** beyond what was previously evaluated in the Master EIR.

MITIGATION MEASURES

Implementation of Mitigation Measure 3-1 below would reduce the impact identified above related to the burrowing owl and other migratory birds and raptors protected under the MBTA, including Swainson's hawk, a *less-than-significant* level.

[6] U.S. Fish and Wildlife Service. *National Wetlands Inventory.* Available at: https://www.fws.gov/wetlands/data/Mapper.html. Accessed August 2021.

3-1 **Swainson's Hawk, Burrowing Owl, and Other Migratory Birds and Raptors Protected Under the MBTA**

If construction activities on the project site are to begin during the nesting season for raptors or other protected bird species in the region (generally February 15-September 15), a qualified biologist shall be retained by the project applicant to conduct pre-construction surveys in areas of suitable nesting habitat for common raptors (including Swainson's hawk) and other bird species protected by the MBTA or California Fish and Game Code located within 500 feet of project activity. Surveys shall be conducted no more than 10 days before ground disturbance is expected to occur. The pre-construction surveys shall be submitted to the City's Community Development Department. If active nests are not found, further mitigation is not required. If active nests are found, the construction contractor shall avoid impacts on such nests by establishing a no-disturbance buffer around the nest. The appropriate buffer size for all nesting birds shall be determined by a qualified biologist, but shall extend at least 50 feet from the nest. Buffer size would vary depending on site-specific conditions, the species of nesting bird, nature of the project activity, the extent of existing disturbance in the area, visibility of the disturbance from the nest site, and other relevant circumstances.

Construction activity shall not occur within the buffer area of an active nest until a qualified biologist confirms that the chicks have fledged and are no longer dependent on the nest, or the nesting cycle has otherwise completed. Monitoring of the nest by a qualified biologist during construction activities shall be required if the activity has the potential to adversely affect the nest. The qualified biologist shall determine the status of the nest at least weekly during the nesting season. If construction activities cause the nesting bird to vocalize, make defensive flights at intruders, get up from a brooding position, or fly off the nest, then the no-disturbance shall be increased until the agitated behavior ceases.

FINDINGS

All additional significant environmental effects of the project relating to Biological Resources can be mitigated to a less-than-significant level.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
4. CULTURAL RESOURCES Would the project: A) Cause a substantial adverse change in the significance of a historical or archaeological resource as defined in § 15064.5?		X	
B) Directly or indirectly destroy a unique paleontological resource?		X	
C) Disturb any human remains?		X	

ENVIRONMENTAL SETTING

The City of Sacramento and the surrounding area are known to have been occupied by Native American groups for thousands of years prior to settlement by non-Native peoples. Archaeological materials, including human burials, have been found throughout the city, some in deeply buried contexts. . One of the tools used to identify the potential for cultural resources to be present in the project area is the 2035 General Plan Background Report. Generalized areas of high sensitivity for cultural resources are located within close proximity to the Sacramento and American Rivers and moderate sensitivity was identified near other watercourses. The proposed project site is not adjacent to these high or moderate sensitivity units shown in the 2035 General Plan Background Report. The 2035 General Plan land use diagram designates a wide swath of land along the American River as Parks, which limits development and impacts on sensitive cultural resources. High sensitivity areas may be found in other areas related to the ancient flows of the rivers, with differing meanders than found today. Recent discoveries during infill construction in downtown Sacramento have shown that the downtown area is highly sensitive for both historic-period archaeological and pre-contact indigenous resources. Native American burials and artifacts were found in 2005 during construction of the New City Hall and historic period archaeological resources are abundant downtown due to the evolving development of the area and, in part, to the raising of the surface street level in the 1860s and 1870s, which created basements out of the first floors of many buildings.

Currently, the project site is undeveloped, with the exception of a concrete pad and two transmission line towers. It appears that discing regularly disturbs the grasses and potentially the topsoil, and localized ground disturbance would have been required to construct the foundations for the two transmission line towers near the project site's northeastern corner.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, cultural resource impacts may be considered significant if the proposed project would result in one or more of the following:

- Cause a substantial change in the significance of a historical or archaeological resource as defined in CEQA Guidelines Section 15064.5; or
- Directly or indirectly destroy a unique paleontological resource; or
- A substantial adverse change in the significance of such resources.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

The Master EIR evaluated the potential effects of development under the 2035 General Plan on prehistoric and historic resources. See Chapter 4.4.

General Plan policies identified as reducing such effects call for identification of resources on project sites (Policy HCR 2.1.1), implementation of applicable laws and regulations (Policy HCR 2.1.2), early consultation with owners and land developers to minimize effects (Policy HCR 2.1.10) and encouragement of adaptive reuse of historic resources (Policy HCR 2.1.14). Demolition of historic resources is deemed a last resort. (Policy HCR 2.1.15)

The Master EIR concluded that implementation of the 2035 General Plan would have a significant and unavoidable effect on historic resources and archeological resources. (Impacts 4.4-1,2)

ANSWERS TO CHECKLIST QUESTIONS

Questions A through C

The approximately 9.51-acre project site is undeveloped, with the exception of two transmission line towers and a concrete pad that would be removed. The proposed project would include the construction and operation of a 115,468-sf warehouse building, associated parking areas, and two bioretention areas.

To identify any known cultural resources on-site, a records search of the California Historic Resources System (CHRIS) was performed by the North Central Information Center (NCIC) for cultural resource site records and survey reports within the project area. According to the CHRIS search, the site has a low potential for the discovery of prehistoric-period cultural resources.[7] Additionally, a search of the Sacred Lands File maintained by the Native American Heritage Commission (NAHC) was conducted, and returned positive results for the presence of known Native American sacred sites in the project vicinity.[8] Thus, tribal cultural resources are known to occur in the project area.

Due to the predominant historic theme of the region as a whole, which includes thousands of years of occupation by Native American groups prior to non-Native peoples settling in the region, and because cultural resources are known to occur in the project area, the possibility exists that previously unknown resources could be encountered during ground-disturbing activities associated with development of the project. Therefore, the proposed project would have a potentially significant impact related to causing a substantial adverse change in the significance of a historical or archaeological resource, directly or indirectly destroying a unique paleontological resource, and disturbing human remains. However, with implementation of Mitigation Measure 4-1, the ***effect can be mitigated to less than significant***.

MITIGATION MEASURES

Implementation of the following mitigation measures would reduce the above impact to a *less-than-significant* level.

4-1 ***In the Event that Cultural Resources are Discovered During Construction, Implement Procedures to Evaluate Cultural Resources and Implement Avoidance and Minimization Measures to Avoid Significant Impact.***

If archaeological resources, or paleontological resources, are encountered in the project area during construction, the following performance standards shall be met prior to continuance of construction and associated activities that may result in damage to or destruction of cultural resources:

- *Each resource would be evaluated for California Register of Historical Resources (CRHR) eligibility through application of established eligibility criteria (California Code of Regulations 15064.636), in consultation with consulting Native American Tribes.*

[7] North Central Information Center. *California Historical Resources Information System Record Search Results for Osage Warehouse Project (APN: 062-0030-012).* July 30, 2021.

[8] Native American Heritage Commission. *Re: Osage Warehouse Project Sacramento County.* August 30, 2021.

If a cultural resource is determined to be eligible for listing on the CRHR, the City will avoid damaging effects to the resource in accordance with California PRC Section 21084.3, if feasible. If the City determines that the project may cause a significant impact to a cultural resource, and measures are not otherwise identified in the consultation process, the following are examples of mitigation capable of avoiding or substantially lessening potential significant impacts to a cultural resource or alternatives that would avoid significant impacts to the resource. These measures may be considered to avoid or minimize significant adverse impacts and constitute the standard by which an impact conclusion of less-than significant may be reached:

- *Avoid and preserve resources in place, including, but not limited to, planning construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.*
- *Treat the resource with culturally appropriate dignity taking into account the cultural values and meaning of the resource, including, but not limited to, the following:*
    - *Protect the cultural character and integrity of the resource.*
    - *Protect the traditional use of the resource.*
    - *Protect the confidentiality of the resource.*
    - *Establish permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or using the resources or places.*
    - *Rebury the resource in place.*
    - *Protect the resource.*

Avoidance and preservation in place is the preferred manner of mitigating impacts to archaeological resources and paleontological resources will be accomplished, if feasible, by several alternative means, including:

- *Planning construction to avoid cultural resources, archaeological sites and/ or other resources; incorporating sites within parks, green-space or other open space; covering archaeological sites; deeding a site to a permanent conservation easement; or other preservation and protection methods agreeable to consulting parties and regulatory authorities with jurisdiction over the activity.*
- *The construction contractor(s) will install and maintain protective fencing throughout construction to avoid the site during all remaining phases of construction. The area will be demarcated as an "Environmentally Sensitive Area".*

To implement these avoidance and minimization standards, the following procedures shall be followed in the event of the discovery of an archaeological or paleontological resource:

- *At the developer's expense, the City shall coordinate the investigation of the find with a qualified (meeting the Secretary of the Interior's Qualification Standards for Archaeology) archaeologist approved by the City. As part of the site investigation and resource assessment, the City and the archaeologist shall assess the significance of the find, make recommendations for further evaluation and treatment as necessary and provide proper management recommendations should potential impacts to the resources be determined by the City to be significant. A written report detailing the site assessment, coordination activities, and management recommendations shall be provided to the City representative by the qualified archaeologist. These recommendations will be documented in the project record.*
- *The City shall consider management recommendations for tribal cultural resources, including Native American archaeological resources, that are deemed appropriate, including resource avoidance or, where avoidance is infeasible in light of project design or layout or is unnecessary to avoid significant effects,*

preservation in place or other measures. The contractor shall implement any measures deemed by the City to be necessary and feasible to avoid or minimize significant impacts to the cultural resources.

FINDINGS

All additional significant environmental effects of the project relating to Cultural Resources can be mitigated to a less-than-significant level.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
5. ENERGY Would the project: A) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation?			X
B) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X

ENVIRONMENTAL SETTING

Sacramento Municipal Utility District (SMUD) is a community-owned and not-for-profit utility that provides electric services to 900 square miles, including most of Sacramento County (SMUD 2020). Pacific Gas and Electric (PG&E) is an inventory-owned utility that provides electric and natural gas services to approximately 16 million people within a 70,000-square-mile service area in both northern and central California (PG&E 2020). SMUD is the primary electricity supplier, and PG&E is the primary natural gas supplier for the City of Sacramento and the project area.

Energy demand related to the proposed project would include energy directly consumed for space heating and cooling and proposed electric facilities and lighting. Transportation-related energy consumption includes the use of fuels and electricity to power cars, trucks, and public transportation. Energy would also be consumed by equipment and vehicles used during project construction and routine maintenance activities.

Energy Policy and Conservation Act, and CAFE Standards

The Energy Policy and Conservation Act of 1975 established nationwide fuel economy standards to conserve oil. Under this act, the National Highway Traffic and Safety Administration, is responsible for revising existing fuel economy standards and establishing new vehicle economy standards. The Corporate Average Fuel Economy program was established to determine vehicle manufacturer compliance with the government's fuel economy standards. Three Energy Policy Acts have been passed, in 1992, 2005, and 2007, to reduce dependence on foreign petroleum, provide tax incentives for alternative fuels, and support energy conservation.

Energy Policy Act of 1992 and 2005

The Energy Policy Act of 1992 (EPAct) was passed to reduce the Country's dependence on foreign petroleum and improve air quality. EPAct includes several parts intended to build an inventory of alternative fuel vehicles (AFVs) in large, centrally fueled fleets in metropolitan areas. EPAct requires certain federal, state, and local government and private fleets to purchase a percentage of light-duty AFVs capable of running on alternative fuels each year. In addition, financial incentives are also included in EPAct. Federal tax deductions are allowed for businesses and individuals to cover the incremental cost of AFVs. States are also required by the act to consider a variety of incentive programs to help promote AFVs. The EPAct of 2005 provides renewed and expanded tax credits for electricity generated by qualified energy sources, such as landfill gas; provides bond financing, tax incentives, grants, and loan guarantees for clean renewable energy and rural community electrification; and establishes a federal purchase requirement for renewable energy.

State of California Energy Efficiency Action Plan

The 2019 California Energy Efficiency Action Plan has three primary goals for the State: double energy efficiency savings by 2030 relative to a 2015 base year (per SB 350), expand energy efficiency in low-income and disadvantaged communities, and reduce GHG emissions from buildings. This plan provides guiding principles and recommendations on how the State would achieve those goals. These recommendations include:

- identifying funding sources that support energy efficiency programs;
- identifying opportunities to improve energy efficiency through data analysis;
- using program designs as a way to encourage increased energy efficiency on the consumer end;
- improving energy efficiency through workforce education and training; and
- supporting rulemaking and programs that incorporate energy demand flexibility and building decarbonization (CEC 2019).

California Green Building Standards

The energy consumption of new residential and non-residential buildings in California is regulated by the State's Title 24, Part 6, Building Energy Efficiency Standards (California Energy Code). The California Energy Code was established by the California Energy Commission (CEC) in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption and provide energy efficiency standards for residential and non-residential buildings. CEC updates the California Energy Code every three years with more stringent design requirements for reduced energy consumption, which results in the generation of fewer GHG emissions.

The 2019 California Energy Code was adopted by CEC on May 9, 2018 and applies to projects constructed after January 1, 2020. Non-residential buildings are anticipated to reduce energy consumption by 30 percent as compared to the 2016 California Energy Code primarily through prescriptive requirements for high-efficiency lighting (CEC 2018). The Energy Code is enforced through the local plan check and building permit process. Local government agencies may adopt and enforce additional energy standards for new buildings as reasonably necessary due to local climatologic, geologic, or topographic conditions, provided that these standards exceed those provided in the California Energy Code.

Transportation-Related Regulations

Various regulatory and planning efforts are aimed at reducing dependency on fossil fuels, increasing the use of alternative fuels, and improving California's vehicle fleet. SB 375 aligns regional transportation planning efforts, regional GHG emission reduction targets, and land use and housing allocation. CARB, in consultation with the metropolitan planning organizations, provides each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in their respective regions for 2020 and 2035.

Pursuant to AB 2076 (Chapter 936, Statutes of 2000), CEC and the CARB prepared and adopted a joint agency report in 2003, Reducing California's Petroleum Dependence. Included in this report are recommendations to increase the use of alternative fuels to 20 percent of on-road transportation fuel use by 2020 and 30 percent by 2030, significantly increase the efficiency of motor vehicles, and reduce per capita vehicle miles traveled (VMT) (CEC and CARB 2003).

AB 1007 (Chapter 371, Statues of 2005) required CEC to prepare the State Alternative Fuels Plan to increase the use of alternative fuels in California.

In January 2012, CARB approved the Advanced Clean Cars program which combines the control of GHG emissions and criteria air pollutants, as well as requirements for greater numbers of zero-emission vehicles, into a single package of standards for vehicle model years 2017 through 2025. The program's zero-emission vehicle regulation requires battery, fuel cell, and/or plug-in hybrid electric vehicles to account for up to 15 percent of California's new vehicle sales by 2025.

On August 2, 2018, the National Highway Traffic Safety Administration (NHTSA) and EPA proposed the Safer Affordable Fuel-Efficient Vehicles Rule (SAFE Rule). Part One of the SAFE Rule revokes a waiver granted by EPA to the State of California under Section 209 of the CAA to enforce more stringent emission standards for motor vehicles than those required by EPA for the explicit purpose of GHG emission reduction, and indirectly, criteria air pollutant and ozone precursor emission reduction. On March 31, 2020, Part Two of the SAFE Rule was published and would amend existing Corporate Average Fuel Economy (CAFE) and tailpipe CO_2 emissions standards for passenger cars and light trucks and establish new standards covering model years 2021 through 2026.

GHG Reduction Regulations

Several regulatory measures such as AB 32 and the Climate Change Scoping Plan, Executive Order (EO) B-30-15, SB 32, and AB 197 were enacted to reduce GHGs and have the co-benefit of reducing California's dependency on fossil fuels and making land use development and transportation systems more energy efficient.

Renewable Energy Regulations

SB X1-2 of 2011 required all California utilities to generate 33 percent of their electricity from renewables by 2020. SB X1-2 also requires the renewable electricity standard to be met increasingly with renewable energy that is supplied to the California grid from sources within, or directly proximate to, California. SB X1-2 mandates that renewables from these sources make up at least 50 percent of the total renewable energy for the 2011-2013 compliance period, at least 65 percent for the 2014-2016 compliance period, and at least 75 percent for 2016 and beyond.

SB 100, signed in September 2018, requires that all California utilities, including independently-owned utilities, energy service providers, and community choice aggregators, supply 44 percent of retail sales from renewable resources by December 31, 2024, 50 percent of all electricity sold by December 31, 2026, 52 percent by December 31, 2027, and 60 percent by December 31, 2030. The law also requires that eligible renewable energy resources and zero-carbon resources supply 100 percent of retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all State agencies by December 31, 2045.

Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 is designed to improve vehicle fuel economy and help reduce U.S. dependence on oil. It represents a major step forward in expanding the production of renewable fuels, reducing dependence on oil, and confronting global climate change. The Energy Independence and Security Act of 2007 increases the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard requiring fuel producers to use at least 36 billion gallons of biofuel in 2022, which represents a nearly five-fold increase over current levels; and reduces U.S. demand for oil by setting a national fuel economy standard of 35 miles per gallon by 2020—an increase in fuel economy standards of 40 percent. By addressing renewable fuels and the CAFE standards, the Energy Independence and Security Act of 2007 builds upon progress made by the Energy Policy Act of 2005 in setting out a comprehensive national energy strategy for the 21st century.

Sacramento Climate Action Plan

The Sacramento CAP was adopted on February 14, 2012 by the Sacramento City Council and was incorporated into the 2035 General Plan. The Sacramento CAP includes GHG emission reduction targets, strategies, and implementation measures developed to help the City reach these targets. Reduction strategies address GHG emissions associated with transportation and land use, energy, water, waste management and recycling, agriculture, and open space.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

Structures built would be subject to Titles 20 and 24 of the CCR, which reduce demand for electrical energy by implementing energy-efficient standards for residential and non-residential buildings. The 2035 General Plan includes policies (see 2035 General Plan Energy Resources Goal U 6.1.1) and related policies to encourage energy-efficient technology by offering rebates and other incentives to commercial and residential developers, coordination with local utility providers and recruitment of businesses that research and promote energy conservation and efficiency.

The Master EIR discussed energy conservation and relevant General Plan policies in section 6.3 (page 6-3). The discussion concluded that with implementation of the General Plan policies and energy regulation (e.g., Title 24) development allowed in the General Plan would not result in the inefficient, wasteful or unnecessary consumption of energy.

The Master EIR concluded that implementation of state regulation, coordination with energy providers and implementation of General Plan policies would reduce the potential impacts from construction of new energy production or transmission facilities to a less-than-significant level.

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, an impact is considered significant if the proposed project would:

- Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation; and/or
- Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B

Neither federal or State law nor the State CEQA Guidelines establish thresholds that define when energy consumption is considered wasteful, inefficient and unnecessary. Compliance with CCR Title 24 Energy Efficiency Standards would result in energy-efficient buildings. However, compliance with building codes does not adequately address all potential energy impacts during construction and operation. For example, energy would be required to transport people and goods to and from the project site. Energy use is discussed by anticipated use type below.

Construction

Construction of the proposed project would involve on-site energy demand and consumption related to use of gasoline and diesel fuel for construction worker vehicle trips, hauling and materials delivery truck trips, and operation of off-road construction equipment. In addition, diesel-fueled portable generators may be necessary to provide additional electricity demands for temporary on-site lighting, welding, and for supplying energy to areas of the sites where energy supply cannot be met via a hookup to the existing electricity grid.

Even during the most intense period of construction, due to the different types of construction activities (e.g., site preparation, grading, building construction), only portions of the project site and off-site improvement areas would be disturbed at a time, with operation of construction equipment occurring at different locations on the project site, rather than a single location. In addition, all construction equipment and operation thereof would be regulated per the CARB In-Use Off-Road Diesel Vehicle Regulation. The In-Use Off-Road Diesel Vehicle Regulation is intended to reduce emissions from in-use, off-road, heavy-duty diesel vehicles in California by imposing limits on idling, requiring all vehicles to be reported to CARB, restricting the addition of older vehicles into fleets, and requiring fleets to reduce emissions by retiring, replacing, or repowering older engines, or installing exhaust retrofits. The In-Use Off-Road Diesel Vehicle

Regulation would subsequently help to improve fuel efficiency and reduce GHG emissions. Technological innovations and more stringent standards are being researched, such as multi-function equipment, hybrid equipment, or other design changes, which could help to reduce demand on oil and emissions associated with construction.

The CARB has prepared the 2017 Climate Change Scoping Plan Update (2017 Scoping Plan), which builds upon previous efforts to reduce GHG emissions and is designed to continue to shift the California economy away from dependence on fossil fuels. Appendix B of the 2017 Scoping Plan includes examples of local actions (municipal code changes, zoning changes, policy directions, and mitigation measures) that would support the State's climate goals. The examples provided include, but are not limited to, enforcing idling time restrictions for construction vehicles, utilizing existing grid power for electric energy rather than operating temporary gasoline/diesel-powered generators, and increasing use of electric and renewable fuel-powered construction equipment. The CARB's In-Use Off-Road Diesel Vehicle Regulation described above, with which the proposed project must comply, would be consistent with the intention of the 2017 Scoping Plan and the recommended actions included in Appendix B of the 2017 Scoping Plan.

Based on the above, the temporary increase in energy use occurring during construction of the proposed project would not result in a significant increase in peak or base demands or require additional capacity from local or regional energy supplies. In addition, construction activities would be required to comply with all applicable regulations related to energy conservation and fuel efficiency, which would help to reduce the temporary increase in demand.

Operations

The proposed project would be subject to all relevant provisions of the most recent update of the CBSC, including the Building Energy Efficiency Standards. Adherence to the most recent CALGreen Code, the Building Energy Efficiency Standards, and all applicable regulations included within the City's Climate Action Plan would ensure that the proposed structures would consume energy efficiently through the incorporation of such features as efficient water heating systems, high performance attics and walls, and high efficacy lighting. Required compliance with the CBSC would ensure that the building energy use associated with the project would not be wasteful, inefficient, or unnecessary. In addition, electricity supplied to the project by SMUD would comply with the State's Renewables Portfolio Standard, which requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 33 percent of total procurement by 2020 and to 60 percent by 2030. As a result, a portion of the electricity consumed during project operations would be generated from renewable sources. Pursuant to the 2019 CBSC, Title 24, Part 6, Section 110.10, the proposed project would be required to be solar-ready, given that the proposed project is a non-residential building with three stories or fewer.

Structures built as part of the proposed project would be subject to Titles 20 and 24 of the CCR, which reduce demand for electrical energy by implementing energy-efficient standards for residential and non-residential buildings. The 2035 General Plan includes goals (Energy Resources Goal U 6.1.1) and related policies to encourage energy-efficient technology by offering rebates and other incentives to commercial and residential developers, coordination with local utility providers, and recruitment of businesses that research and promote energy conservation and efficiency.

With regard to transportation energy use, the proposed project would comply with all applicable regulations associated with vehicle efficiency and fuel economy. In addition, as discussed in Section 12, Transportation, of this Initial Study, the VMT associated with development of the proposed project is anticipated to be less than the average employee VMT for the region.

The Master EIR discussed energy conservation and relevant General Plan policies in Section 6.3 (page 6-3). The discussion concluded that with implementation of the 2035 General Plan policies and energy regulation (e.g., Title 24, Part 6 CCR), development facilitated by the 2035 General Plan would not result in the inefficient, wasteful, or unnecessary consumption of energy. Furthermore, the proposed project would be consistent with the General Plan land use designation for the site and, therefore, development of the

site with similar uses has already been evaluated in the Master EIR and accounted for in City planning efforts.

Given that the proposed project would be required to comply with all applicable regulations related to energy efficiency, including Titles 20 and 24 of the CCR, and the applicable policies of the 2035 General Plan, consistent with the Master EIR, and would result in a less-than-significant impact regarding VMT, the proposed project would not result in impacts related to energy.

Conclusion

Based on the above, construction and operation of the proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy resources or conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Thus, implementation of the proposed project would have ***no additional significant environmental effect*** related to energy beyond what was previously evaluated in the Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Energy.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
6. GEOLOGY AND SOILS Would the project: A) Would the project allow a project to be built that will either introduce geologic or seismic hazards by allowing the construction of the project on such a site without protection against those hazards?		X	

ENVIRONMENTAL SETTING

Seismicity

The City of Sacramento is not located within an Alquist-Priolo Earthquake Fault Zone, and known faults do not exist within the Policy Area. Therefore, fault rupture within the Policy Area is highly unlikely and, consequently, implementation of buildout of the General Plan, would not expose people or structures to the possibility of fault rupture.

Nonetheless, the City may be subject to seismic hazards caused by major seismic events outside the City. Per the Master EIR, the greatest earthquake threat to the City comes from earthquakes along Northern California's major faults, including the San Andreas, Calaveras, and Hayward faults. Ground shaking on any of the aforementioned faults could cause shaking within the City to an intensity of 5 to 6 moment magnitude (Mw). As such, the City's seismic ground-shaking hazard is low, ranking among the lowest in the State. Additionally, the City is in Seismic Zone 3. Accordingly, any future development, rehabilitation, reuse, or possible change of use of a structure would be required to comply with all design standards applicable to Seismic Zone 3.

Topography

Terrain in the City of Sacramento features very little relief and the potential for slope instability within the City is minor due to the relatively flat topography of the area. Consistent with the majority of the City, the topography of the project site is relatively level.

Regional Geology

The City of Sacramento is located in the Great Valley Geomorphic Province. The Great Valley Geomorphic Province consists of a deep, northwest-trending sedimentary basin that borders the east of the Coast Ranges. The Great Valley Geomorphic Province is a flat alluvial plain approximately 50 miles wide and 400 miles long in the central portion of California. The northern portion of the Great Valley Geomorphic Province is the Sacramento Valley drained by the Sacramento River, and the southern part is the San Joaquin Valley drained by the San Joaquin River. The valley is surrounded by the Sierra Nevada to the east, the Tehachapi Mountains to the south, Coastal Range to the west, and Cascade Range to the north.

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, an impact is considered significant if it allows a project to be built that would either introduce geologic or seismic hazards by allowing the construction of the project on such a site without protection against those hazards.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

Chapter 4.5 of the Master EIR evaluated the potential effects related to seismic hazards, underlying soil characteristics, slope stability, erosion, existing mineral resources and paleontological resources in the City. Implementation of identified policies in the 2035 General Plan reduced all effects to a less-than-significant level. Policy EC 1.1.1 requires regular review of the City's seismic and geologic safety standards, and Policy EC 1.1.2 requires geotechnical investigations for project sites to identify and respond to geologic hazards, when present.

ANSWERS TO CHECKLIST QUESTIONS

Question A

The project site's topography is relatively flat, the site is not located within an Alquist-Priolo Earthquake Fault Zone, and the site is not located in the immediate vicinity of an active fault. However, Sacramento is located in a moderate seismically-active region. The 2035 General Plan indicates that ground shaking would occur periodically in Sacramento as a result of distant earthquakes. The 2035 General Plan further states that the earthquake resistance of any building is dependent on an interaction of seismic frequency, intensity, and duration with the structure's height, condition, and construction materials. Although the project site is not located near any active or potentially active faults, strong ground shaking could occur at the project site during a major earthquake on any of the major regional faults.

The proposed project would include the development of a 115,468-sf warehouse building. Due to the seismic activity in the State, construction is required to comply with Title 24 of the Uniform Building Code (UBC). Chapter 15.20 of the Sacramento City Code adopts the UBC and mandates compliance; therefore, all new construction and modifications to existing structures within the City are subject to the requirements of the UBC. The UBC contains standards to ensure that all structures and infrastructure are constructed to minimize the impacts from seismic activity, to the extent feasible, including exposure of people or structures to substantial, adverse effects as a result of strong groundshaking, seismic-related ground failure, liquefaction, lateral spreading, landslides, or lurch cracking. As a result, seismic activity in the area of the proposed development would not expose people or structures to substantial, adverse effects as a result of strong groundshaking and seismic-related ground failure.

In addition, issues related to fault rupture, seismic groundshaking, and seismically induced ground failure are addressed in the City's adopted Standard Specifications for Public Works Construction (2020), which requires construction contractors to build to City standards related to structural integrity, thus, ensuring that erosion and unstable soil conditions do not occur as a result of construction.[9] The construction specification document contains provisions that require contractors to be responsible for damage caused during construction and to be responsible for the repair of such damages (e.g., settling of adjacent land and structures). The proposed project would require heavy construction, and individual components used in the construction of the project would be constructed to industry-provided design specifications and requirements, including the American Society for Testing and Materials (ASTM) standards.

Soils typically found most susceptible to liquefaction are saturated and loose, fine to medium grained sand. Liquefaction occurs where surface soils become saturated with water and become mobile during groundshaking caused by a seismic event. When soils subject to liquefaction move, the foundations of structures move as well which can cause structural damage. Liquefaction generally occurs below the water table, but could move upward through soils after development. The Master EIR identified soils subject to liquefaction to be found within areas primarily within the Central City, Pocket, and North and South Natomas Community. The project site is not located in any of the aforementioned areas, but the Master EIR recommends using site-specific geotechnical studies to conclusively determine if a specific location may be subject to liquefaction hazard.

[9] City of Sacramento. *Standard Specifications for Public Construction*. Available at: https://www.cityofsacramento.org/-/media/Corporate/Files/DOU/Specs-Drawings/Standard_Specifications.pdf?la=en. Accessed August 2021.

A search of the United States Department of Agriculture (USDA) Natural Resource Conservation Service Web Soil Survey was conducted to determine characteristics of the soil at the project site that could potentially cause significant impacts if the development of the site were to occur. The search determined the project site consists of San Joaquin silt loam. According to the Web Soil Survey, San Joaquin silt loam has a shrink-swell potential of 0.01, meaning that expansive soil would likely not be a limitation on the proposed project. However, San Joaquin silt loam has a medium susceptibility to compaction, meaning that the compaction potential could be significant.[10]

As such, without further investigation and preparation of site-specific soil testing, the proposed project could potentially introduce geologic or seismic hazards by allowing the construction of the project site without protection against settlement and liquefaction hazards, and a potentially significant impact could occur. However, with implementation of Mitigation Measure 6-1, the ***effect can be mitigated to less than significant***.

MITIGATION MEASURES

Implementation of the following mitigation measure would reduce the above impact to a *less-than-significant* level.

6-1 *Prior to issuance of a grading permit, the applicant shall retain the services of a qualified geologist to prepare a design-level Geotechnical Report for the project site. The grading plans shall incorporate all geotechnical recommendations specified in the Geotechnical Report prepared for the proposed project. All grading and foundation plans for the development must be reviewed and approved by the City Engineer and Chief Building Official prior to issuance of grading and building permits in order to ensure that recommendations in the Geotechnical Report are properly incorporated and utilized in the project design.*

FINDINGS

All additional significant environmental effects of the project relating to Geology and Soils can be mitigated to a less-than-significant level.

[10] USDA Natural Resource Conservation Service. *Web Soil Survey.* Available at: https://websoilsurvey.nrcs.usda.gov/app/HomePage.htm. Accessed August 2021.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
7. HAZARDS Would the project: A) Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities?			X
B) Expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing materials or other hazardous materials?			X
C) Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during dewatering activities?			X

ENVIRONMENTAL AND REGULATORY SETTING

Federal regulations and regulations adopted by the SMAQMD apply to the identification and treatment of hazardous materials, including asbestos, during demolition and construction activities. Failure to comply with these regulations respecting asbestos may result in a Notice of Violation being issued by the SMAQMD and civil penalties under State and/or federal law, in addition to possible action by U.S. EPA under federal law.

Federal law covers a number of different activities involving asbestos, including demolition and renovation of structures (40 CFR § 61.145).

SMAQMD Rule 902 and Commercial Structures

The work practices and administrative requirements of Rule 902 apply to all commercial renovations and demolitions where the amount of Regulated Asbestos-Containing Material (RACM) is greater than:

- 260 lineal feet of RACM on pipes, or
- 160 square feet of RACM on other facility components, or
- 35 cubic feet of RACM that could not be measured otherwise.

The administrative requirements of Rule 902 apply to any demolition of commercial structures, regardless of the amount of RACM. To determine the amount of RACM in a structure, Rule 902 requires that a survey be conducted prior to demolition or renovation unless:

- The structure is otherwise exempt from the rule, or
- Any material that has a propensity to contain asbestos (so-called "suspect material") is treated as if it is RACM.

Surveys must be done by a licensed asbestos consultant and require laboratory analysis. Asbestos consultants are listed in the phone book under "Asbestos Consultants." Large industrial facilities may use non-licensed employees if those employees are trained by the U.S. EPA. Questions regarding the use of non-licensed employees should be directed to the SMAQMD.

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, an impact is considered significant if the proposed project would:

- Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated soil during construction activities;
- Expose people (e.g., residents, pedestrians, construction workers) to asbestos-containing materials or other hazardous materials; or
- Expose people (e.g., residents, pedestrians, construction workers) to existing contaminated groundwater during dewatering activities.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

The Master EIR evaluated effects of development on hazardous materials, emergency response and aircraft crash hazards in Chapter 4.6. Implementation of the General Plan may result in the exposure of people to hazards and hazardous materials during construction activities, and exposure of people to hazards and hazardous materials during the life of the General Plan. Impacts identified related to construction activities and operations were found to be less than significant. Policies included in the 2035 General Plan, including PHS 3.1.1 (investigation of sites for contamination) and PHS 3.1.2 (preparation of hazardous materials actions plans when appropriate) were effective in reducing the identified impacts.

ANSWERS TO CHECKLIST QUESTIONS

Question A

Per the Master EIR, grading, excavation, and dewatering of sites for new development may expose construction workers and the public to known or previously unreported hazardous substances present in the soil or groundwater. If new development is proposed at or near a documented or suspected hazardous materials site, investigation, remediation, and cleanup of the site would be required before construction could begin. The project site is not located on a hazardous waste facility or site with known contamination within the EnviroStor Database.[11] The closest listed hazardous sites are 5200 Watt Avenue and 6000 88th Street, both of which are located within one mile of the project site, approximately 0.15 mile south and 0.50 mile southwest of the project site, respectively.[12] The closest site is associated with McClellan Air Force Base, and is a tiered permit labeled directly on South Watt Avenue. The other site is located within the industrial area to the west of the project site, and was listed because of the use and storage of corrosive industrial cleaning chemicals.[13]

Based on historical imagery, the project site remained entirely undeveloped until approximately 2002, when the two transmission towers were installed. The concrete pad was installed by 2007. The project site does not appear to have been used for agricultural uses and, thus, evidence to suggest the on-site use of pesticides or other agricultural chemicals does not exist.

Because the project site is not expected to contain contaminated soils, impacts related to exposing people to existing contaminated soils or groundwater during construction activities would be less-than-significant. Thus, implementation of the proposed project would have ***no additional significant environmental effect*** related to exposing people to existing contaminated soil during construction activities beyond what was previously evaluated in the Master EIR.

Question B

Asbestos is the name for a group of naturally occurring silicate minerals that are considered to be “fibrous” and, through processing, can be separated into smaller and smaller fibers. The fibers are strong, durable, chemical resistant, and resistant to heat and fire. They are also long, thin and flexible, so they can even be woven into cloth. Because of these qualities, asbestos was considered an ideal product and has been used

[11] Department of Toxic Substances Control. *EnviroStor*. Available at: https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=8981+osage+avenue+sacramento+ca. Accessed August 2021.
[12] *Ibid*.
[13] *Ibid.*

in thousands of consumer, industrial, maritime, automotive, scientific and building products. However, later discoveries found that, when inhaled, the material caused serious illness.

For buildings constructed prior to 1980, the Code of Federal Regulations (29 CFR 1926.1101) states that all thermal system insulation (boiler insulation, pipe lagging, and related materials) and surface materials must be designated as "presumed asbestos-containing material" unless proven otherwise through sampling in accordance with the standards of the Asbestos Hazard Emergency Response Act. Asbestos-containing materials could include, but are not limited to, plaster, ceiling tiles, thermal systems insulation, floor tiles, vinyl sheet flooring, adhesives, and roofing materials.

Lead-based paint (LBP) is defined as any paint, varnish, stain, or other applied coating that has one milligram per cubic centimeter or greater (5,000 micrograms per gram or 5,000 ppm) of lead by federal guidelines. Lead is a highly toxic material that may cause a range of serious illnesses and, in some cases, death. In buildings constructed after 1978, LBP is unlikely to be present. Structures built prior to 1978 and especially prior to the 1960s should be expected to contain LBP.

The proposed project would not require the demolition of any existing structures and, therefore, implementation of the proposed project would not involve potential exposure to asbestos or LBP.

Therefore, implementation of the proposed project would have ***no additional significant environmental effect*** related to exposing people to asbestos-containing materials or other hazardous materials beyond what was previously evaluated in the Master EIR.

Question C

Dewatering refers to the removal of water from the surface or ground, and can be required during construction work if the project site includes ponded areas or a high groundwater level. The proposed project is not anticipated to involve dewatering activities. While not expected, should construction of the project encounter groundwater and require dewatering, the project would be required to comply with all applicable regulations established by the Regional Water Quality Control Board. Therefore, impacts related to exposing people to existing contaminated groundwater during dewatering activities would be less than significant, and construction of the proposed project would have ***no additional significant environmental effect*** related to groundwater contamination beyond what was previously evaluated in the Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Hazards.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
8. HYDROLOGY AND WATER QUALITY Would the project: A) Substantially degrade water quality and violate any water quality objectives set by the State Water Resources Control Board, due to increases in sediments and other contaminants generated by construction and/or development of the project?			X
B) Substantially increase the exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood?			X

ENVIRONMENTAL SETTING

Currently, the project site is an undeveloped grass/dirt field, with the exception of the concrete pad and the two transmission line towers. The site is located in an area with industrial and residential land uses, including a mix of permeable surfaces, such as other grassy fields, and impervious surfaces, such as roads, sidewalks, and parking areas. The project site currently does not contain any drainage infrastructure.

The City of Sacramento's Grading Ordinance requires that development projects comply with the requirements of the City's Stormwater Quality Improvement Plan (SQIP). The SQIP outlines the priorities, key elements, strategies, and evaluation methods of the City's Stormwater Management Program. The City's Stormwater Management Program is based on the National Pollutant Discharge Elimination System (NPDES) municipal stormwater discharge permit. The comprehensive Stormwater Management Program includes pollution reduction activities for construction sites, industrial sites, illegal discharges and illicit connections, new development, and municipal operations. In addition, before the onset of any construction activities, where the disturbed area is one acre or more in size, projects are required to obtain coverage under the NPDES General Construction Permit and include erosion and sediment control plans. BMPs may consist of a wide variety of measures taken to reduce pollutants in stormwater and other non-point source runoff. Measures that reduce or eliminate post-construction-related water quality problems range from source controls, such as reduced surface disturbance, to treatment of polluted runoff, such as detention or retention basins. The City's SQIP and the *Stormwater Quality Design Manual for the Sacramento Region* (Sacramento Stormwater Quality Partnership 2014) include BMPs to be implemented to mitigate impacts from new development and redevelopment projects, as well as requirements for low impact development (LID) standards.

The Federal Emergency Management Agency (FEMA) publishes Flood Insurance Rate Maps (FIRM) that delineate flood hazard zones for communities. The majority of the project site is designated by FIRM *Community Panel Number 06067C0215H* as being in an area of minimal flood hazard. A small and irregularly shaped portion along the southern boundary of the project site, closest to Morrison Creek, is designated as having a 0.2 percent annual chance of flood, meaning it is within the 500-year flood plain.[14] However, the project site is not located within a 100-year flood plain or otherwise located within a Special Flood Hazard Zone.

Section 13.08.145 of the Sacramento City Municipal Code (Mitigation of drainage impacts; design and procedures manual for water, sanitary sewer, storm drainage, and water quality facilities) requires that

[14] Federal Emergency Management Agency. *Flood Insurance Rate Map Community Panel Number 06067C0215H*. Available at: https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd&extent=-121.37894748773853,38.51884549926846,-121.35817646112666,38.52723928717955. Accessed August 2021.

when a property contributes drainage to the storm drain system or combined sewer system, all stormwater and surface runoff drainage impacts resulting from the improvement or development must be fully mitigated to ensure that the improvement or development does not affect the function of the storm drain system or combined sewer system, and that an increase in flooding or in water surface elevation that adversely affects individuals, streets, structures, infrastructure, or property does not occur. The project is within the service area of the SASD. Fees, which are used to recover a share of SASD's cost for any new system facilities, are required to service new connections.[15] In addition to sewer service provided by SASD, the project would also be within the SRCSD. In order to connect with the SRCSD wastewater conveyance and treatment system, developers must pay impact fees.[16]

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, impacts to hydrology and water quality may be considered significant if construction and/or implementation of the proposed project would result in the following impacts that remain significant after implementation of general plan policies or mitigation from the 2035 General Plan Master EIR:

- Substantially degrade water quality and violate any water quality objectives set by the State Water Resources Control Board (SWRCB), due to increases in sediments and other contaminants generated by construction and/or development of the proposed project; or
- Substantially increase the exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

Chapter 4.7 of the Master EIR evaluates the potential effects of the 2035 General Plan as they relate to surface water, groundwater, flooding, stormwater and water quality. Potential effects include water quality degradation due to construction activities (Impacts 4.7-1, 4.7-2), and exposure of people to flood risks (Impacts 4.7-3). Policies included in the 2035 General Plan, including a directive for regional cooperation (Policies ER 1.1.2, EC 2.1.1), comprehensive flood management (Policy EC 2.1.23), and construction of adequate drainage facilities with new development (Policy ER 1.1.1 to ER 1.1.10) were identified that the Master EIR concluded would reduce all impacts to a less-than-significant level.

ANSWERS TO CHECKLIST QUESTIONS

Question A

The proposed project has the potential to effect water quality during both construction and operation. Further details regarding the potential effects are provided below.

Construction

Construction activities associated with the proposed project would create the potential to degrade water quality from increased sedimentation and increased discharge (increased flow and volume of runoff) associated with stormwater runoff. The SWRCB adopted a statewide general NPDES permit for stormwater discharges associated with construction activity. Dischargers whose projects disturb one or more acres of soil are required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity Construction General Permit Order 2012-0006-DWQ. Construction activity subject to the General Permit includes clearing, grading and disturbances to the ground such as stockpiling,

[15] Sacramento Area Sewer District. *Sewer Ordinance SDI-0072*. Effective May 27, 2016.
[16] Regional San. *Impact Fees.* Available at: https://www.regionalsan.com/impact-fees-businesses. Accessed March 2021.

or excavation. The proposed project would include disturbance of approximately 9.51 acres; thus, the project would be subject to the aforementioned regulations.

The City's SQIP contains a Construction Element that guides implementation of the NPDES Permit for Storm Water Discharges Associated with Construction Activity. This Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP should contain a site map(s) which shows the construction site perimeter, existing and proposed buildings, lots, roadways, storm water collection and discharge points, general topography both before and after construction, and drainage patterns across the project. The SWPPP must list BMPs the discharger would use to protect storm water runoff and the placement of those BMPs. Additionally, the SWPPP must contain a visual monitoring program; a chemical monitoring program for "non-visible" pollutants to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment. Section A of the Construction General Permit describes the elements that must be contained in a SWPPP. Compliance with City requirements to protect storm water inlets would require the developer to implement BMPs such as the use of straw wattles, sandbags, gravel traps, and filters; erosion control measures such as vegetation and physical stabilization; and sediment control measure such as fences, dams, barriers, berms, traps, and basins. City staff inspects and enforces the erosion, sediment and pollution control requirements in accordance with City codes (Grading, Erosion and Sediment Control Ordinance).

Conformance with City regulations and permit requirements along with implementation of a SWPPP would ensure that construction activities of the proposed project would result in a less-than-significant impact related to water quality.

Operations

Development of the project site would involve developing the approximately 9.51-acre project site with a warehouse and paved parking areas. Thus, the proposed project would change the site conditions from mostly pervious grassland to mostly impervious paved areas, with the exception of the bioretention areas and other landscaped areas. As a result, following implementation of the project, less pervious surface area would be available on-site for stormwater to infiltrate on-site soils. Consistent with Chapter 13.16 of the Municipal Code, the stormwater control plan would be designed such that the post-development stormwater flows from the site would be equal to or less than predevelopment conditions.

All stormwater from impervious surfaces at the site would be routed into the proposed bioretention area. The design of the proposed project provides for containment of runoff water associated with the site through the use of the bioretention areas; therefore, discharge of runoff to surface waters or groundwater would not result from the proposed project.

As a standard Condition of Approval (COA) for development projects in the City, the City's Department of Utilities requires preparation and submittal of project-specific drainage studies. With submittal of the required drainage study, the Department of Utilities would review the Improvement Plans for the proposed project prior to approval to ensure that adequate water quality control facilities are incorporated. The on-site water quality treatment features would be required to be designed in accordance with the applicable provisions set forth by the *Sacramento Region Stormwater Quality Design Manual*. It should be noted that the proposed project would comply with Section 13.08.145, Mitigation of drainage impacts; design and procedures manual for water, sanitary sewer, storm drainage, and water quality facilities, of the Municipal Code, which requires the following:

> "When property that contributes drainage to the storm drain system or combined sewer system is improved or developed, all stormwater and surface runoff drainage impacts resulting from the improvement or development shall be fully mitigated to ensure that the improvement or development does not affect the function of the storm drain system or combined sewer system, and that there is no increase in flooding or in water surface elevation that adversely affects individuals, streets, structures, infrastructure, or property."

Considering the planned bioretention areas, and the required preparation of a site-specific drainage study, adverse impacts related to water quality during project operations would not occur.

Conclusion

Design of the project and conformance with City and State regulations would ensure that a substantial degradation to water quality or violation of any water quality objectives due to increases in sediments and other contaminants generated by construction and/or development of the proposed project would not occur. Therefore, the proposed project would not result in significant impacts related to substantial degradation of water quality or violation of any water quality objectives set by the SWRCB due to increases in sediments and other contaminants generated by construction and/or development of the proposed project. Implementation of proposed project would have ***no additional significant environmental effect*** related to drainage and runoff beyond what was previously evaluated in the Master EIR.

Question B

A floodplain is an area that is inundated during a flood event and is often physically discernable as a broad, flat area created by historic flood. As previously discussed, according to FEMA's FIRM, the project site is located within an area of minimal flood hazard, with a portion along the southern boundary of the project site being within a 500-year flood plain.

Thus, impacts related to substantially increasing the exposure of people and/or property to the risk of injury and damage in the event of a 100-year flood would be considered less than significant, and implementation of the proposed project would have ***no additional significant environmental effect*** related to flooding beyond what was previously evaluated in the Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Hydrology and Water Quality.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
9. NOISE Would the project: A) Result in exterior noise levels in the project area that are above the upper value of the normally acceptable category for various land uses due to the project's noise level increases?		X	
B) Result in residential interior noise levels of 45 dBA L_{dn} or greater caused by noise level increases due to the project?		X	
C) Result in construction noise levels that exceed the standards in the City of Sacramento general plan or Noise Ordinance?			X
D) Permit existing and/or planned residential and commercial areas to be exposed to vibration-peak-particle velocities greater than 0.5 inches per second due to project construction?		X	
E) Permit adjacent residential and commercial areas to be exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations?			X
F) Permit historic buildings and archaeological sites to be exposed to vibration-peak-particle velocities greater than 0.2 inches per second due to project construction and highway traffic?			X

ENVIRONMENTAL SETTING

The discussions below are based on the Environmental Noise Assessment prepared for the proposed project by Saxelby Acoustics LLC, dated May 9, 2022.[17] The following section presents basic information related to noise and vibration, as well as the existing noise environment at the project site.

Noise

Sound is defined as any pressure variation in air that the human ear can detect. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound, and is expressed as cycles per second, called Hertz (Hz). Discussing sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel (dB) scale was devised. The decibel scale uses the hearing threshold (20 micropascals of pressure), as a point of reference defined as 0 dB. Other sound pressures are compared to the reference pressure and the logarithm is taken to keep the numbers in practical range. The dB scale allows a million-fold increase in pressure to be expressed as 120 dB. To better relate overall sound levels and loudness to human perception, frequency-dependent weighting networks were developed. A strong correlation exists between the way humans perceive sound and A-weighted sound levels. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment for community exposures. All sound levels expressed as dB in this section are A-weighted sound levels, unless noted otherwise.

[17] Saxelby Acoustics LLC. *Environmental Noise Assessment, Osage Warehouse*. May 9, 2022.

Community noise is commonly described in terms of the "ambient" noise level, which is defined as the all-encompassing noise level associated with a given noise environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level (L_{eq}), over a given time period (usually one hour). The L_{eq} is the foundation of the composite noise descriptors, day-night average level (L_{dn}) and the community noise equivalent level (CNEL), and shows very good correlation with community response to noise for the average person. The median noise level descriptor, denoted L_{50}, represents the noise level which is exceed 50 percent of the hour. In other words, half of the hour ambient conditions are higher than the L_{50} and the other half are lower than the L_{50}.

The L_{dn} is based upon the average noise level over a 24-hour day, with a +10 dB weighting applied to noise occurring during nighttime (10:00 PM to 7:00 AM) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because L_{dn} represents a 24-hour average, L_{dn} tends to disguise short-term variation in the noise environment. Where short-term noise sources are an issue, noise impacts maybe assessed in terms of maximum noise levels, hourly averages, or other statistical descriptors.

The CNEL is similar to the L_{dn}, except CNEL has an additional weighting factor. Both average noise energy over a 24-hour period. The CNEL applies a +5 dB weighting to events that occur between 7:00 PM and 10:00 PM, in addition to the +10 dB weighting between 10:00 PM and 7:00 AM associated with L_{dn}. Typically, the CNEL and L_{dn} result in similar results for the same noise events, with the CNEL sometimes resulting in reporting a 1 dB increase compared to the L_{dn} to account for noise events between 7:00 PM and 10:00 PM that have the additional weighting factor.

Vibration

Vibration is like noise in that vibration involves a source, a transmission path, and a receiver. While vibration is related to noise, vibration differs in that noise is generally considered to be pressure waves transmitted through air, whereas vibration usually consists of the excitation of a structure or surface. As with noise, vibration consists of an amplitude and a frequency. A person's perception to the vibration depends on their individual sensitivity to vibration, as well as the amplitude and frequency of the source and the response of the system which is vibrating. Vibration can be measured in terms of acceleration, velocity, or displacement. Vibration magnitude is measured in vibration decibels (VdB) relative to a reference level of 1 micro-inch per second peak particle velocity (ppv), the human threshold of perception. The background vibration level in residential areas is usually 50 VdB or lower. Most perceptible indoor vibration is caused by sources within buildings such as operation of mechanical equipment, movement of people, or slamming of doors. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If the roadway is smooth, the vibration from traffic is rarely perceptible. The range of environmental interest is typically from 50 VdB to 90 VdB (or 0.12 inch per second ppv), the latter being the general threshold where structural damage can begin to occur in fragile buildings.

Existing Noise Environment

Some land uses are considered more sensitive to noise than others. Land uses often associated with sensitive receptors generally include residences, schools, libraries, hospitals, and passive recreational areas. Sensitive noise receptors may also include threatened or endangered noise sensitive biological species, although many jurisdictions have not adopted noise standards for wildlife areas. Noise sensitive land uses are typically given special attention in order to achieve protection from excessive noise. Sensitivity is a function of noise exposure (in terms of both exposure duration and insulation from noise) and the types of activities involved. In the vicinity of the project site, sensitive land uses include existing single-family residential uses located east and south of the project site.

To quantify the existing ambient noise environment in the project vicinity, Saxelby Acoustics conducted continuous (24-hour) noise level measurements at two locations on the project site and short-term noise level measurements at two locations. The long-term noise measurement locations are shown on Figure 7, and a summary of the noise level measurement survey results is provided in Table 5.

Figure 7
Noise Measurement Sites

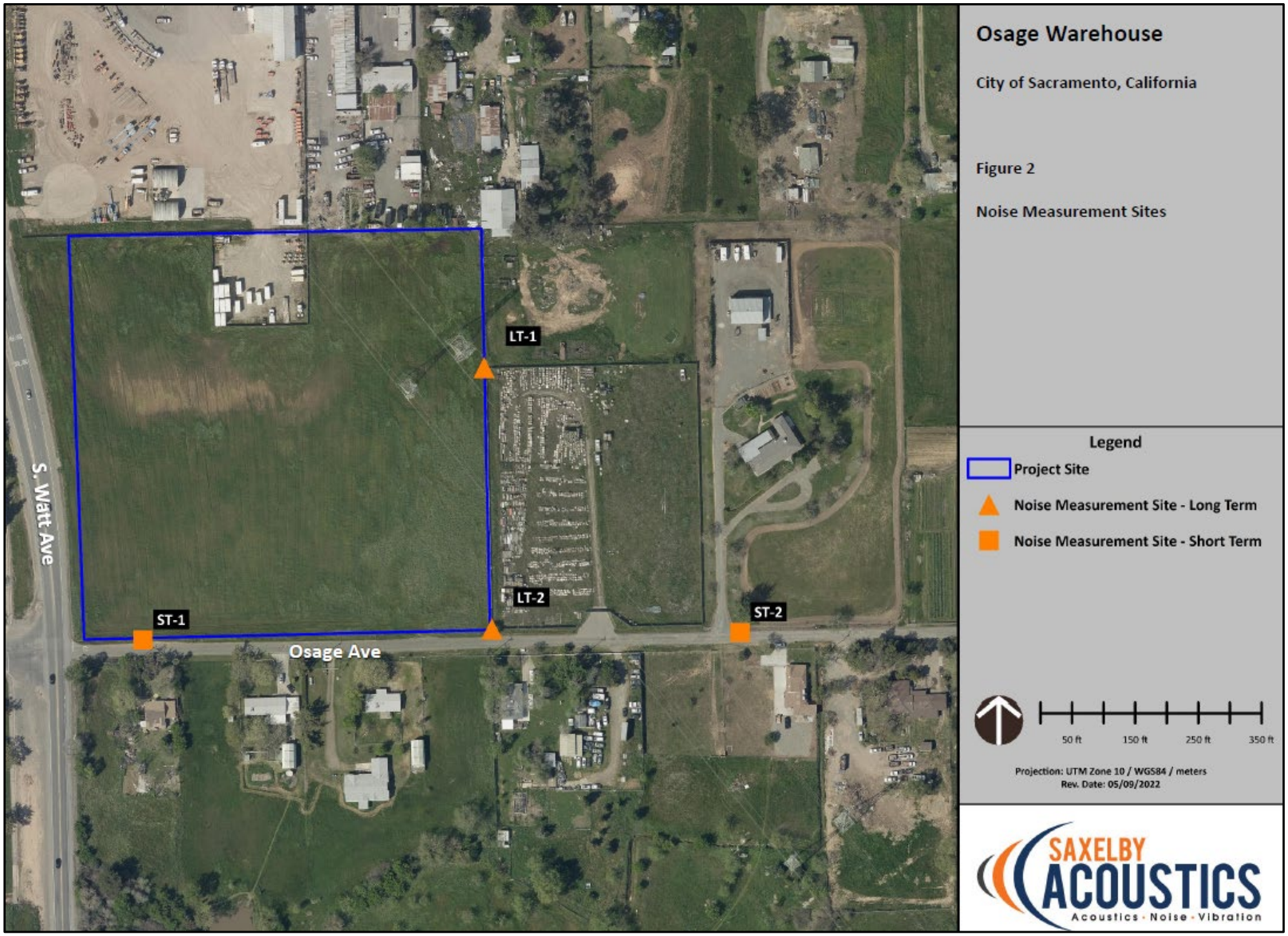


Table 5
Summary of Existing Background Noise Measurement Data (dBA)

Site	Date	CNEL/L_{dn}	Daytime (7:00 AM - 10:00 PM)			Nighttime (10:00 PM - 7:00 AM)		
			L_{eq}	L_{50}	L_{max}	L_{eq}	L_{50}	L_{max}
LT-1: 735 feet to CL of South Watt Ave.	8/19/21	59	53	51	66	53	51	64
LT-2: 690 ft. to CL of South Watt Ave.	8/19/21	59	59	53	66	53	51	64
ST-1: 140 ft. to CL of South Watt Ave.	8/20/21	N/A	62	61	54	N/A	N/A	N/A
ST-2: 1,080 ft. to CL of South Watt Ave.	8/20/21	N/A	50	49	47	N/A	N/A	N/A

Source: Saxelby Acoustics, 2022.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, impacts due to noise may be considered significant if construction and/or implementation of the proposed project would result in the following impacts that remain significant after implementation of General Plan policies:

- Result in exterior noise levels in the project area that are above the upper value of the normally acceptable category for various land uses due to the project's noise level increases;
- Result in residential interior noise levels of 45 dBA L_{dn} or greater caused by noise level increases due to the project;
- Result in construction noise levels that exceed the standards in the City of Sacramento Noise Ordinance;
- Permit existing and/or planned residential and commercial areas to be exposed to vibration-peak-particle velocities greater than 0.5 inches per second due to project construction;
- Permit adjacent residential and commercial areas to be exposed to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic and rail operations; or
- Permit historic buildings and archaeological sites to be exposed to vibration-peak-particle velocities greater than 0.2 inches per second due to project construction and highway traffic.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

The Master EIR evaluated the potential for development under the 2035 General Plan to increase noise levels in the community. New noise sources include vehicular traffic, aircraft, railways, light rail and stationary sources. The general plan policies establish exterior (Policy EC 3.1.1) and interior (EC 3.1.3) noise standards. A variety of policies provide standards for the types of development envisioned in the General Plan.

See Policy EC 3.1.8, which requires new mixed-use, commercial, and industrial development to mitigate the effects of noise from operations on adjoining sensitive land use, and Policy 3.1.9, which calls for the City to limit hours of operations for parks and active recreation areas to minimize disturbance to nearby residences. Notwithstanding application of the general plan policies, noise impacts for exterior noise levels (Impact 4.8-1) and interior noise levels (Impact 4.8-2), and vibration impacts (Impact 4.8-4) were found to be significant and unavoidable.

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B

Operational noise associated with the proposed project is discussed in further detail below.

Traffic Noise at Off-Site Receptors

The City of Sacramento General Plan Noise Element specifies criteria to determine the significance of traffic noise impacts. An increase in the traffic noise level of 1 dB or more would be significant where the pre-project noise levels are less than 75 dB L_{dn}, or 2 dB or more where existing noise levels are less than 65 dB L_{dn}.

To assess noise impacts due to project-related traffic increases on the local roadway network, traffic noise levels were predicted at nearby sensitive receptors under project and no-project conditions using the Federal Highway Administration Highway Traffic Noise Prediction Model (FHWA RD-77-108). The model is based upon reference noise factors for automobiles, medium trucks and heavy trucks, with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and the acoustical characteristics of the site. Project trip generation volumes were provided by the project traffic engineer, and truck usage and vehicle speeds on the local roadways were estimated based on field observations. Traffic noise levels were predicted at the sensitive receptors located at the closest typical setback distance along each roadway segment.

According to Table 6, the maximum noise level increase along Osage Avenue is predicted to be 1.4 dBA L_{dn} near the project driveway. For this roadway segment, the existing ambient noise level at the nearest sensitive receptor is 60.0 dBA which is less than the 2 dB significant increase criterion. The highest ambient noise level of 67.4 dBA occurs directly adjacent to South Watt Avenue. The noise level increase along this segment is predicted to be 0.5 dBA which is less than the 1 dB significant increase criterion.

Table 6
Predicted Traffic Noise Level and Project-Related Traffic Noise Level Increases

Roadway	Segment	Predicted Exterior Noise Level (dBA L_{dn}) at Closest Sensitive Receptors			Applicable Significance Threshold (dB)
		Existing No Project	Existing + Project	Change	
Osage Avenue	East of South Watt Ave.	67.4	67.9	0.5	1
Osage Avenue	West of Project Driveway 1	62.5	62.5	0.0	2
Osage Avenue	West of Project Driveway 2	60.0	61.4	1.4	2

Source: Saxelby Acoustics, 2022.

Therefore, impacts resulting from increased traffic noise would be considered less-than-significant.

Operational Noise at Off-Site Receptors

Sources of operational noise would include noise from the loading docks, truck circulation, and parking lot circulation. To determine typical loading dock and truck circulation noise levels associated with the proposed loading docks, noise level measurement data from an existing warehouse was used. The noise level measurements were conducted at a distance of 100 feet from the center of the loading dock area. Activities during the peak hour of loading dock activities included truck arrival/departures, truck idling, truck backing, air brake release, and operation of truck-mounted refrigeration units. The results of the loading dock and truck circulation noise measurements indicate that a busy hour generated an average noise level of 64 dBA L_{50} and 92 dBA L_{max} at the boundary of the truck maneuvering lanes. Because the proposed

project would provide parking stalls for 116 passenger vehicles, parking lot circulation noise was conservatively assumed to result in a peak hour movement of 116 vehicles on site. Based upon noise measurements conducted of vehicle movements in parking lots, the sound exposure level for a single passenger vehicle is 71 dBA at a distance of 50 feet.

Saxelby Acoustics used the SoundPLAN noise model to calculate noise levels from loading docks, truck circulation, and parking lot circulation at the nearest sensitive receptors. The project noise level contours for the nighttime (10:00 PM to 7:00 AM) L_{max} are presented in Figure 8.

The City of Sacramento and County of Sacramento noise level standards require that new projects in the vicinity of existing sensitive receptors generate noise levels no greater than 55 dBA L_{50} and 75 dBA L_{max} during daytime (7:00 AM to 10:00 PM) hours and 50 dBA L_{50} and 70 dBA L_{max} during nighttime (10:00 PM to 7:00 AM) hours.

Based on the evaluation conducted in the Environmental Noise Assessment, the proposed project is predicted to comply with the City's daytime and nighttime (10:00 PM to 7:00 AM) L_{50} noise level standards. However, as presented in Figure 6, the project would exceed the City's nighttime L_{max} standard of 70 dBA. Therefore, impacts resulting from operational noise would be considered potentially significant and mitigation would be required.

Conclusion

Based on the above, a potentially significant impact could occur. However, with implementation of Mitigation Measure 9-1, the ***effect can be mitigated to less than significant***.

Question C

During the construction phase of the project, noise from construction activities would add to the noise environment in the immediate project vicinity. Construction at the project site would include site grading, clearing and excavation work associated with site preparation. The on-site equipment required for construction activities are expected to include excavators, graders, haul trucks, and a crane, among other construction equipment. Table 7 shows that project construction would result in the generation of noise levels ranging from 76 to 90 dB at a distance of 50 feet.

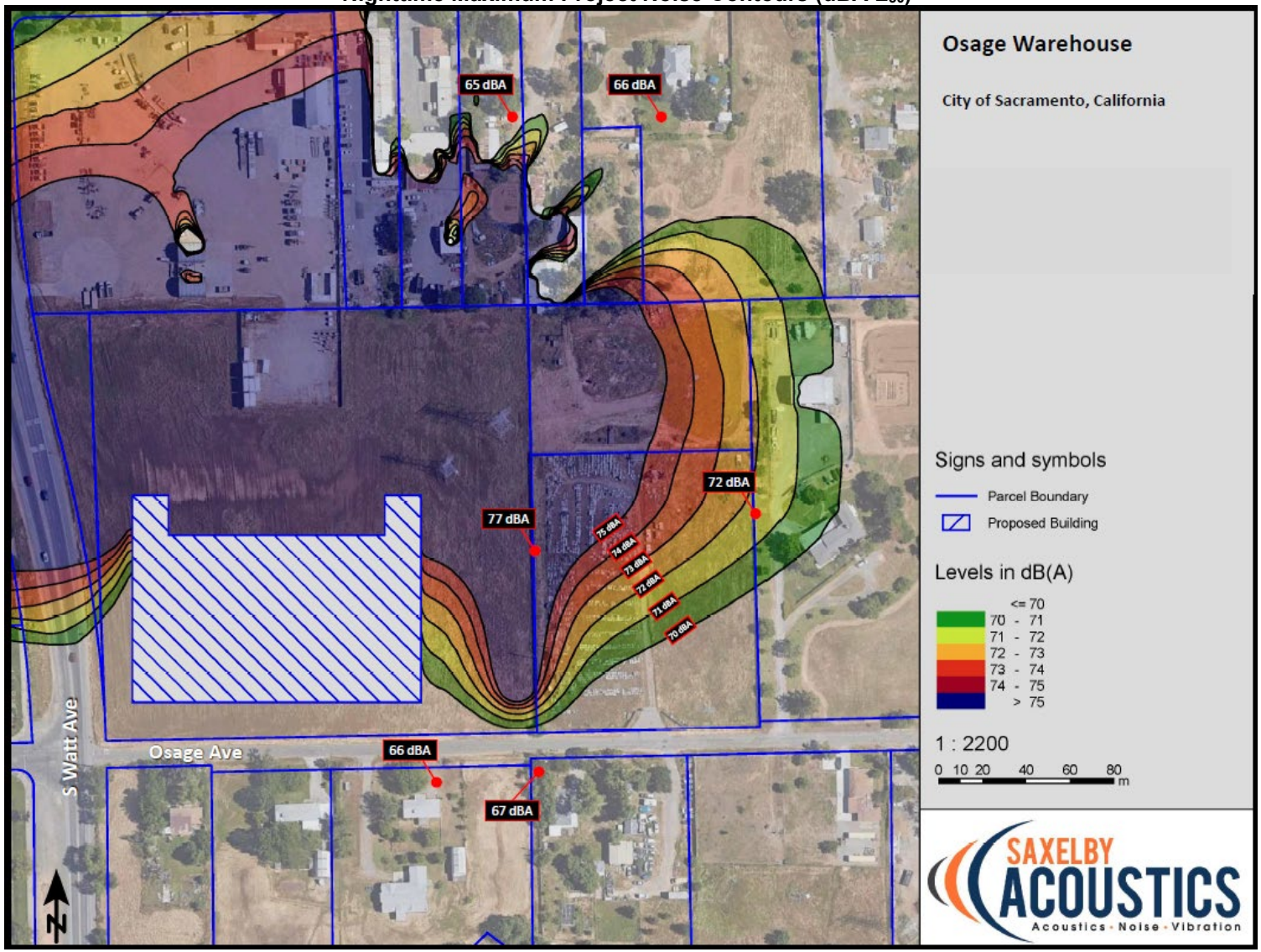
Table 7
Construction Equipment Noise

Type of Equipment	Maximum Level, dB at 50 feet
Auger Drill Rig	84
Backhoe	78
Compactor	83
Compressor (air)	78
Concrete Saw	90
Dozer	82
Dump Truck	76
Excavator	81
Generator	81
Jackhammer	89
Pneumatic Tools	85

Source: Federal Highway Administration, Roadway Construction Noise Model User's Guide, January 2006.

The noise increase during construction would be of short duration and would likely occur primarily during daytime hours. The City of Sacramento's Noise Ordinance of the Municipal Code exempts construction activities from the noise standards, provided that construction takes place between the hours of 7:00 AM and 6:00 PM Monday through Saturday and 9:00 AM and 6:00 PM Sundays and holidays.

Figure 8
Nighttime Maximum Project Noise Contours (dBA L_{50})



Although the construction activities could result in infrequent periods of high noise, the construction noise would not be sustained and would only occur only during the City's permitted construction noise hours.

Because the proposed project would be required to adhere to the City's Noise Ordinance and the increase in noise levels from construction activities would be temporary, noise levels associated with construction of the proposed project would not result in construction noise levels that exceed the standards in the City of Sacramento General Plan or Noise Ordinance. Therefore, implementation of proposed project would have ***no additional significant environmental effect*** related to construction noise beyond what was previously evaluated in the Master EIR.

Question D

Construction vibration impacts include human annoyance and building structural damage. Human annoyance occurs when construction vibration rises significantly above the threshold of perception. Building damage can take the form of cosmetic or structural.

For structural damage, the California Department of Transportation (Caltrans) uses a vibration limit of 0.5 inches/second, peak particle velocity (in/sec ppv), for buildings structurally sound and designed to modern engineering standards; 0.2 in/sec ppv for buildings that are found to be structurally sound but where structural damage is a major concern; and a conservative limit of 0.08 in/sec ppv for ancient buildings or buildings that are documented to be structurally weakened.[18] Accordingly, the City uses a threshold of significance for vibration levels of 0.5 in/sec ppv for residential and commercial areas, and 0.2 in/sec ppv for historic buildings and archaeological sites.

Both project construction and operations are analyzed below for potential impacts related to vibration.

Vibration Generated by Project Construction Activities

During project construction heavy equipment would be used for grading excavation, paving, and building construction, which would generate localized vibration in the immediate vicinity of the construction. As shown in Table 8, with the exception of vibratory compactors, construction vibration levels anticipated for the project are less than the 0.2 in/sec threshold at distance of 25 feet. As noted previously, the nearest sensitive receptor in the vicinity of the project site is located approximately 80 feet south of the project site, across Osage Avenue. Therefore, vibration levels at the nearest receptor would be less than the 0.2 in/sec threshold of significance.

Table 8
Vibration Levels for Various Construction Equipment

Type of Equipment	PPV at 25 feet (inches/second)	PPV at 50 feet (inches/second)	PPV at 100 feet (inches/second)
Large Bulldozer	0.089	0.031	0.011
Loaded Trucks	0.076	0.027	0.010
Small Bulldozer	0.003	0.001	0.000
Auger/drill Rigs	0.089	0.031	0.011
Jackhammer	0.035	0.012	0.004
Vibratory Hammer	0.070	0.025	0.009
Vibratory Compactor/roller	0.210 (Less than 0.20 at 26 feet)	0.074	0.026

Source: Transit Noise and Vibration Impact Assessment Guidelines. Federal Transit Administration. May 2006.

[18] California Department of Transportation. *Transportation and Construction Vibration Guidance Manual*. September 2013.

Vibration Generated by On-Site Project Operations

The proposed project would include operations involving delivery truck loading and unloading activities, mechanical equipment, and delivery truck circulation. Such activities would not generate appreciable vibration, either from loading and unloading activity or from the use of mechanical equipment. Furthermore, the proposed project would not include the use of any known stationary equipment that would result in appreciable vibrations. Accordingly, impacts related to vibrations during project operations would be less than significant.

Conclusion

Based on the above, ***no additional environmental effect*** would occur related to exposing existing and/or planned residential and commercial areas to vibration peak particle velocities greater than 0.5 inches per second due to project construction or operations.

Questions E and F

The proposed project would not generate an increase in highway traffic or rail operations sufficient to expose adjacent residential areas to vibration levels greater than 0.5 in/sec PPV. In addition, the project site is not located in the vicinity of historic buildings or archaeological sites that could be affected by construction-related vibration. Therefore, ***no additional significant environmental effect*** would occur related to exposing residential or commercial areas to vibration peak particle velocities greater than 0.5 inches per second due to highway traffic or rail operations, or related to exposing historic buildings and archaeological sites to vibration peak particle velocities greater than 0.2 inches per second due to project construction and highway traffic.

MITIGATION MEASURES

Implementation of the following mitigation measures would reduce impacts related to noise to a *less-than-significant* level.

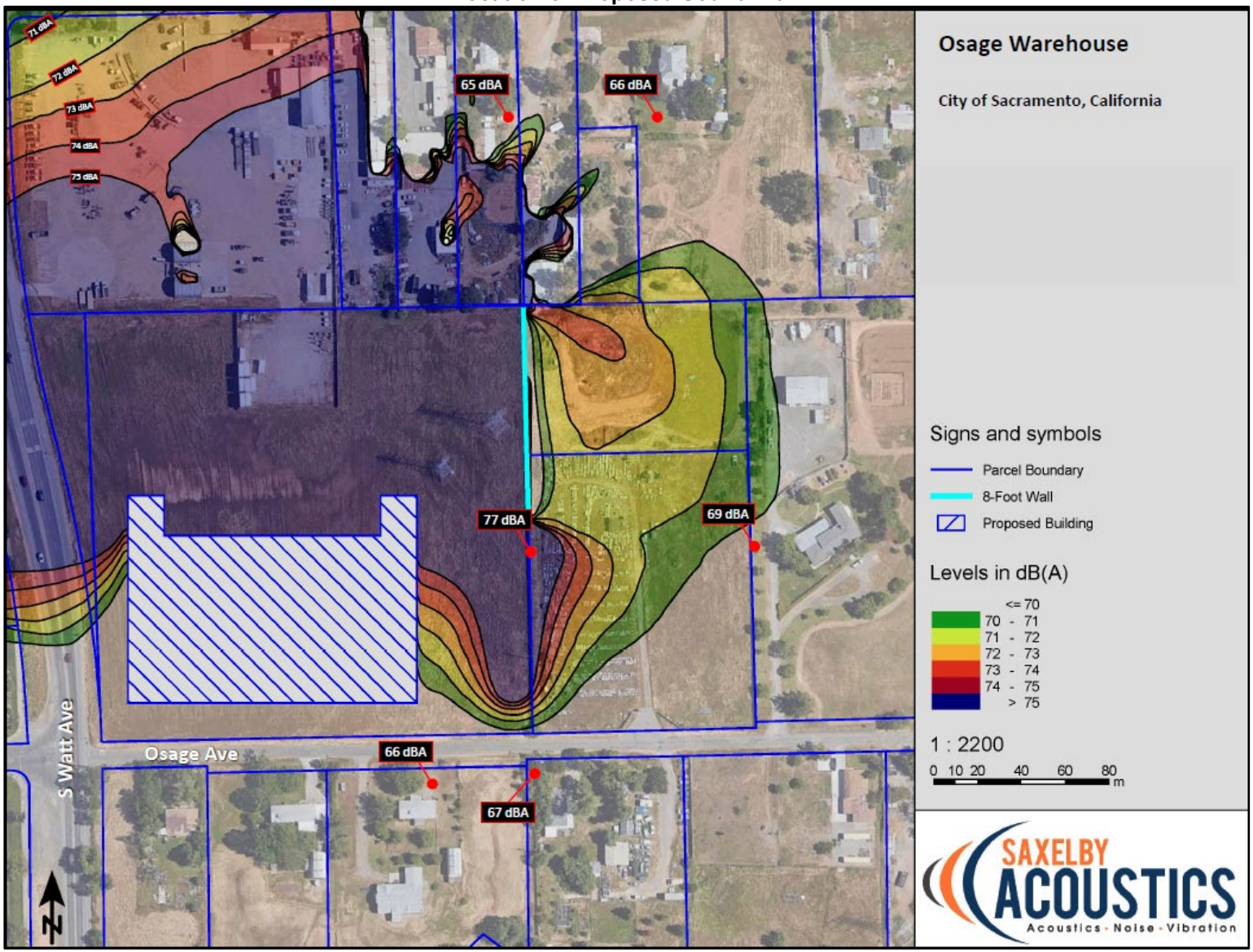
9-1 ***Construction of Sound Wall***

An eight-foot-tall sound wall shall be constructed along the eastern project boundary in order to achieve the City's exterior noise standards. Refer to Figure 9 for required location. The noise barrier wall shall be constructed of concrete panels, concrete masonry units, earthen berms, or any combination of these materials that achieve the required total height. These requirements shall be included in the improvements plans prior to approval by the City's Public Works Department.

FINDINGS

All additional significant environmental effects of the project relating to noise can be mitigated to a less-than-significant level.

Figure 9
Location of Proposed Sound Wall



Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
10. PUBLIC SERVICES Would the project: A) Would the project result in the need for new or altered services related to fire protection, police protection, school facilities, or other governmental services beyond what was anticipated in the 2035 General Plan?			X

ENVIRONMENTAL SETTING

The Sacramento Fire Department (SFD) provides fire protection and emergency services to the entire City and some small areas just outside the City boundaries within the County limits. The SFD serves a population of over 738,000 in a 358 square mile service area. The SFD has approximately 155 on-duty personnel working daily to serve the City.[19] The project site is located within the response zone of Fire Station 60.

The Sacramento City Police Department (SPD) provides police protection services to the project area, which is located within Sacramento Police District 6C. The SPD uses a variety of data that includes Geographic Information Systems (GIS) based data, call and crime frequency information, and available personnel to rebalance the deployment of resources on an annual basis to meet the changing demands of the City. In addition to the SPD, the Sacramento County Sheriff's Department, California Highway Patrol (CHP), UC Davis Medical Center Police Department, and the Regional Transit Police Department aid the SPD to provide protection for the City.

The project site is located within the Elk Grove Unified School District. However, it is noted that the proposed project is non-residential.

The City of Sacramento Department of Youth, Parks and Community Enrichment (Department of YPCE) oversees more than 4,255.5 acres of parkland and manages more than 223 parks within the City.

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, an impact would be considered significant if the project resulted in the need for new or altered services related to fire protection, police protection, school facilities, or other governmental services beyond what was anticipated in the 2035 General Plan.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

The Master EIR evaluated the potential effects of the 2035 General Plan on various public services. Police, fire protection, schools, libraries, and emergency services were evaluated in Chapter 4.10 of the Master EIR.

The General Plan provides that adequate staffing levels for police and fire are important for the long-term health, safety and well-being of the community (Goal PHS 1.1, PHS 2.1). The Master EIR concluded that effects of development that could occur under the General Plan would be less than significant.

[19] Metro Fire Sacramento. *About Us*. Available at: https://metrofire.ca.gov/about-us. Accessed August 2021.

General Plan policies that call for the City to consider impacts of new development on schools (see, for example, Policy ERC 1.1.2 setting forth locational criteria, and Policy ERC 1.1.4 that encourages joint-use development of facilities) reduce impacts on schools to a less-than-significant level (Impacts 4.10-3 and4.10-4). Impacts on library facilities were considered less than significant (Impact 4.10-5).

ANSWERS TO CHECKLIST QUESTIONS

Question A

The proposed project would involve the development of a 115,468-sf warehouse. The following discussion pertains to the existing fire, police, and school facilities, as well as the proposed project's impacts related to such facilities and services.

Fire Protection

The closest fire station to the project site is SFD Station 60, located at 3301 Julliard Drive, approximately 2.1 miles northwest of the project site. As stated in the Master EIR, the goal of the SFD is to have fire suppression and paramedic services arrive at the scene within four minutes. Considering the proximity of the project site to Station 60, it is reasonable to assume that response times from the SFD would meet the four-minute response time goal.

As previously mentioned, the proposed project is consistent with the land use designation for the site in the Sacramento General Plan. Therefore, any increase in demand for fire protection associated with development of the project site with industrial uses has already been evaluated in the Master EIR and accounted for in City planning efforts. In addition, as the proposed project is non-residential, the project would not include the development of residential units that would directly increase population in the service area of the SFD. The project applicant would be required to incorporate design features such as sprinkler systems, adequate fire flow and flow duration, fire resistance rated construction materials, portable fire extinguishers, fire alarm and detection systems, smoke control systems, lighted exit signs, fire doors, to comply with the most current California Fire Code regulations. Within the General Plan, Policy PHS 2.1.11 states that the City shall require development projects to contribute fees for fire protection services and facilities. As a result of Policy PHS 2.1.11, the project would be required to pay applicable development fees financially supporting the SFD. Considering that the project site's proximity of the site to Station 60, consistency with the General Plan, and the required payment of fees, the proposed project would not result in the need for new or altered services related to fire protection and a less-than-significant impact would occur.

Police Protection

According to the Master EIR, as buildout of the General Plan occurs, the SPD would need new, decentralized facilities that would be required to maintain adequate response times. Currently, the SPD averages an eight minute and five second response time for Priority 2 calls.

The SPD provides law enforcement protection to the project site, with the nearest SPD station to the project site located at 5303 Franklin Boulevard, approximately 5.6 miles west of the project site. According to the Master EIR, the SPD currently has adequate staffing and response times to serve new development that is consistent with the buildout anticipated in the EIR, including the proposed project. Additionally, the project applicant would be required to pay development fees for City law enforcement services. Thus, the project would not substantially increase the need for police services beyond what has been previously anticipated in the 2035 General Plan and analyzed in the Master EIR.

Schools and Other Public Services

The City is served by six school districts providing public elementary, middle school, and high school opportunities. The school districts include the Sacramento City Unified School District, Twin Rivers Unified School District, Robla School District, Natomas Unified School District, and the Elk Grove Unified School

District. The proposed project is within the Elk Grove Unified School District. However, the proposed project in non-residential and would not directly generate any additional students in the area. In addition, buildout of the project site with the proposed warehouse uses has been previously anticipated per the 2035 General Plan and associated demand for government services was analyzed in the Master EIR. Furthermore, the proposed project would be subject to payment of school impact fees. The school impact fees are used to fund the construction or reconstruction of school facilities within the district for which the fees are collected. With regard to other government services and public facilities, the proposed project would also be subject to the City's park impact fee per Section 18.56.220 of the Municipal Code. With payment of applicable development impact fees, the proposed project would not result in additional demand for school services or other government services beyond what has been anticipated for the site in the Master EIR.

Conclusion

As noted above, the applicant would be required to pay all of the required development fees to the appropriate public services departments. In addition, the proposed project is not anticipated to generate increased demand for any public services such that the demand could not be met by existing facilities. Therefore, implementation of proposed project would have ***no additional significant environmental effect*** beyond what was previously evaluated in the Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Public Services.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
11. RECREATION Would the project: A) Cause or accelerate substantial physical deterioration of existing area parks or recreational facilities?			X
B) Create a need for construction or expansion of recreational facilities beyond what was anticipated in the 2035 General Plan?			X

ENVIRONMENTAL SETTING

Natural resources and parks provide a wide range of recreational opportunities for residents in the vicinity of the project site. The City currently contains 230 developed and undeveloped park sites, 88 miles of off-street bikeways and trails, 21 lakes/ponds or beaches, over 20 aquatic facilities, and extensive recreation facilities in the City parks. With the inclusion of the City's golf courses (633 acres) and Camp Sacramento, which is located in El Dorado County (19 acres), the City's parkland total is approximately 4,829 acres. The proposed project is adjacent to various recreational and park facilities. Pursuant to Section 18.56.220 of the Sacramento Municipal Code, a park impact fee is imposed on non-residential developments.

STANDARDS OF SIGNIFICANCE

For purposes of this Initial Study, impacts to recreational resources are considered significant if the proposed project would do either of the following:

- Cause or accelerate substantial physical deterioration of existing area parks or recreational facilities; or
- Create a need for construction or expansion of recreational facilities beyond what was anticipated in the 2035 General Plan.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

Chapter 4.9 of the Master EIR considered the effects of the 2035 General Plan on the City's existing parkland, urban forest, recreational facilities and recreational services. The General Plan identified a goal of providing an integrated park and recreation system in the City (Goal ERC 2.1). New residential development would be required to dedicate land, pay in-lieu fees or otherwise contribute a fair share to the acquisition and development of parks and recreation facilities (Policy ERC 2.2.5). Impacts were considered less than significant after application of the applicable policies. (Impacts 4.9-1 and 4.9-2).

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B

The proposed project would include the construction of a 115,468-sf warehouse. As the proposed project is non-residential, it would neither induce population growth nor increase strain upon existing recreational facilities and parks. In accordance with Section 18.56.220 of the Municipal Code, a park impact fee is imposed on non-residential developments. Payment of the fee would provide funding for future parks and park improvements, and would ensure that a less-than-significant impact occurs.

Based on the above, given the project consistency with the City's General Plan, and the required payment of the park development impact fee, implementation of the proposed project would result in ***no additional environmental effect*** related to recreation beyond what was analyzed in the 2035 Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Recreation.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
12. TRANSPORTATION AND CIRCULATION Would the project: A) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?			X
B) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?			X
C) Substantially increase hazards due to a geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X
D) Result in inadequate emergency access?			X

ENVIRONMENTAL SETTING

The following section is based on information from the City of Sacramento 2035 General Plan, the 2035 Master EIR, the Focused Transportation Analysis,[20] and the VMT Analysis[21] prepared for the proposed project.

Roadways in the project vicinity include South Watt Avenue, Osage Avenue, Fruitridge Road, and Elder Creek Road.

South Watt Avenue is a north-south arterial that extends to Folsom Boulevard to the north, where South Watt Avenue becomes Watt Avenue. Watt Avenue provides access to US 50 and extends northerly across the American River. South Watt Avenue is one lane in both directions south of the intersection with Osage Avenue, but the northbound lane splits into two lanes north of the intersection. The two southbound lanes of South Watt Avenue merge into one lane between the intersections with Fruitridge Road and Osage Avenue. South Watt Avenue has one sidewalk on the west side of the road, where it is separated from the road by a grass median that is directly adjacent to the road.

Osage Avenue is an east-west local street, beginning approximately 600 feet west of South Watt Avenue at a gated entry to an industrial/commercial complex. To the east, Osage Avenue extends approximately 2,000 feet east of South Watt Avenue to a T-intersection at Hedge Avenue. Osage Avenue is stop-sign controlled at South Watt Avenue and at Hedge Avenue. West of South Watt Avenue, Osage Avenue has been improved with 40 feet of pavement and sidewalks on both sides. East of South Watt Avenue, Osage Avenue is typically 16 to 20 feet wide, without shoulders or sidewalks. The pavement east of Osage Avenue is in poor to fair condition. Osage Avenue, along the south boundary of the project site, does not include roadway striping nor provide pedestrian or bicycle facilities.

The nearest major roadways to the project site are Highways 16 and 50, which both intersect South Watt Avenue approximate one mile and 2.5 miles north of the project site, respectively.

Public transit service in the region is provided by Sacramento Regional Transit (RT). However, transit service is not offered within the project vicinity. RT's Gold Line Light Rail service is located about 2.2 miles

[20] DKS Associates. *8981 Osage Warehouse Focused Transportation Analysis.* December 9, 2021.
[21] DKS Associates. *8981 Osage Avenue Warehouse VMT Analysis.* December 9, 2021.

north of the project site. Bus Route 61 (Fruitridge) operates along Fruitridge Road and Florin Perkins Road about 1.4 miles northwest of the project site.

STANDARDS OF SIGNIFICANCE

Section 15064.3 of the CEQA Guidelines provides specific considerations for evaluating a project's transportation impacts. Pursuant to Section 15064.3, analysis of VMT attributable to a project is the most appropriate measure of transportation impacts, with other relevant considerations consisting of the effects of the project on transit and non-motorized travel. VMT is the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT measures the full distance of personal motorized vehicle-trips, with one end within the project site.

Based on current practice of the City of Sacramento, transportation impacts are considered significant if the proposed project would result in a VMT per capita or office VMT per employee above 85 percent of the regional average, consistent with technical guidance published by the Governor's Office of Planning and Research (OPR). However, the OPR guidance does not specify a particular significance threshold for industrial employment and recommends that local jurisdictions determine the threshold based on local conditions. Some jurisdictions in the Sacramento region (including Sacramento County and the City of Rancho Cordova) have determined that the significance threshold for industrial employment is 100 percent of the regional average. The draft City of Sacramento's Transportation Impact Analysis Guidelines do not specify a significance threshold for industrial land uses. For consistency with nearby jurisdictions, this Initial Study applies the significance threshold of 100 percent of regional average for industrial uses.

Several screening thresholds are used to quickly determine whether a project may be presumed to have a less-than-significant VMT impact without conducting a detailed project generated VMT analysis. Screening criteria includes:

1. Small Projects – projects that generate or attract fewer than 110 trips per day;
2. Map-Based Screening – projects located in areas that are known to generate below-average VMT;
3. Near Transit Stations – projects within 0.5-mile of an existing major transit stop or an existing stop along a high-quality transit corridor; or
4. Affordable Residential Development – projects that include affordable housing within an infill location.

Lastly, for purposes of this Initial Study, impacts resulting from changes in transportation or circulation may be considered significant if construction and/or implementation of the proposed project would result in the following impacts that remain significant after implementation of General Plan policies or mitigation from the Master EIR:

Transit

- Adversely affect public transit operations; or
- Fail to adequately provide for access to public transit.

Bicycle Facilities

- Adversely affect bicycle travel, bicycle paths; or
- Fail to adequately provide for access by bicycle.

Pedestrian Circulation

- Adversely affect pedestrian travel, pedestrian paths; or
- Fail to adequately provide for access by pedestrians.

Construction-Related Traffic Impacts

- Degrade an intersection or roadway to an unacceptable level;
- Cause inconveniences to motorists due to prolonged road closures; or
- Result in an increased frequency of potential conflicts between vehicles, pedestrians, and bicyclists.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

Transportation and circulation were discussed in the Master EIR in Chapter 4.12. Various modes of travel were included in the analysis, including vehicular, transit, bicycle, pedestrian and aviation components. Provisions of the 2035 General Plan that provide substantial guidance include Mobility Goal 1.1, calling for a transportation system that is effectively planned, managed, operated and maintained, promotion of multimodal choices (Policy M 1.2.1), support for state highway expansion and management consistent with the Sacramento Area Council of Governments Metropolitan Transportation Plan/Sustainable Communities Strategy (SACOG MTP/SCS) (Policy M 1.5.6) and development that encourages walking and biking (Policy LU 4.2.1).

While the General Plan includes numerous policies that direct the development of the City's transportation system, the Master EIR concluded that the General Plan development would result in significant and unavoidable effects. See Impacts 4.12-3 (roadway segments in adjacent communities) and Impact 4.12-4 (freeway segments).

ANSWERS TO CHECKLIST QUESTIONS

Question A

The following analysis provides a summary of the project trip generation and distribution, and impacts to transit, bicycle, and pedestrian facilities.

Project Trip Generation and Distribution

Table 9 summarizes the recommended trip generation estimates used for the transportation analysis prepared for the project by DKS Associates.

Table 9
Vehicular Trip Generation Estimates

		Vehicle Trips Generated (Trip-Ends)						
			AM Peak Hour			PM Peak Hour		
Size (1,000 sf)	Vehicle	Week-day	Enter	Exit	Total	Enter	Exit	Total
136.72	Trucks	62	2	2	4	2	2	4
	Total	***717***	***71***	***22***	***22***	***93***	***31***	***101***

Source: DKS Associates, 2021.

Transit, Bicycle, and Pedestrian Facilities

According to the Focused Transportation Analysis, the proposed project would potentially cause impacts to transit, bicycle facilities, and pedestrian facilities. However, the Focused Transportation Analysis concludes that such impacts would not be significant because the project would not adversely affect transit operations, would not modify, or impede any existing or planned transit facilities or routes, would not modify existing or planned bicycle facilities. Furthermore, the proposed project would include improved sidewalks along the site frontage and pedestrian crosswalks at the intersection of Osage Avenue and South Watt Avenue, which would improve pedestrian access. The proposed project would also include short-term and long-term bike parking on-site.

Conclusion

Based on the above, the proposed project would not conflict with a program, plan, ordinance, or policy address the circulation system, including transit, roadway, bicycle, and pedestrian facilities, and ***no additional environmental effect*** would occur.

Question B

A VMT Technical Memorandum was prepared for the proposed project by DKS Associates.[22] Pursuant to SB 743 and technical guidance published by OPR, several screening procedures exist to streamline project analysis related to VMT. The VMT Technical Memorandum determined that the proposed project qualifies for screening based on SACOG's hexagon methodology, in which maps created with VMT data can illustrate areas that are currently below threshold VMT. Because new development in such locations would likely result in a similar level of VMT, such maps can be used to screen out projects from needing to prepare a detailed VMT analysis. For employment-based projects, the applicable threshold of significance is whether the proposed project would exceed 100 percent of the regional average VMT per employee.

The proposed project's estimated VMT per employee was determined using the VMT employment screening map, which is derived from the traffic analysis zone results from SACOG's regional travel forecasting model system. The maps use hexagonal shaped geographic areas (HEX) to establish a uniform grid of employment-based VMT per capita by tallying all household VMT's generated by employees within the HEX and dividing by the total employees in the HEX. The proposed project falls within a HEX estimated to produce 95.1 percent of the Regional Average, which is less than the applicable threshold of significance. As a result, VMT associated with the proposed project is considered to be less-than-significant.

Based on the above, the proposed project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b), and implementation of the proposed project would result in ***no additional environmental effects*** beyond what was analyzed in the 2035 Master EIR.

Question C

Access to the site would be provided by two driveways from Osage Avenue. Internal circulation would be provided by a parking lot on the east side of the building and a long driveway along the eastern project boundary which would provide access to the docks and turnaround area. The driveway would connect to the parking lot near the northeastern corner of the parking lot. As discussed under Question A, the existing Osage Avenue pavement width and condition is unsuitable for access to an industrial facility. However, this would be addressed with implementation of the condition of approval presented above.

Based on the above, the proposed project would not redesign, alter, or modify existing public roadways in the project vicinity. As such, the project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment), and implementation of the project would result in ***no additional environmental effects*** beyond what was analyzed in the 2035 Master EIR.

Question D

The proposed project would be required to comply with all building, fire, and safety codes and specific development plans would be subject to review and approval by the City's Public Works Department and the SFD. Required review by the aforementioned departments would ensure that the proposed circulation system for the project site would provide adequate emergency access. The proposed project would not alter the circulation network of the other local roadways or otherwise prevent emergency vehicle access or evacuation. Furthermore, the two access driveways would allow for adequate emergency access. In addition, Section 12.20.030 of the City's Municipal Code requires that a construction traffic control plan be prepared and

[22] DKS Associates. *8981 Osage Avenue Warehouse VMT Analysis.* December 9, 2021.

approved prior to the beginning of project construction, to the satisfaction of the City Traffic Engineer and subject to review by all affected agencies. All work performed during construction must conform to the conditions and requirements of the approved plan. The plan would ensure that safe and efficient movement of traffic through the construction work zone(s) is maintained. At a minimum, the plan must include the following:

- Time and day of street closures;
- Proper advance warning and posted signage regarding street closures;
- Provision of driveway access plan to ensure safe vehicular, pedestrian, and bicycle movements;
- Safe and efficient access routes for emergency vehicles;
- Provisions for pedestrian safety;
- Use of manual traffic control when necessary;
- Number of anticipated truck trips, and time of day of arrival and departure of trucks;
- Provision of a truck circulation pattern and staging area with a limitation on the number of trucks that can be waiting and any limitations on the size and type of trucks appropriate for the surrounding transportation network; and
- The plan must be available at the site for inspection by the City representative during all work.

With implementation of the aforementioned traffic control plan, local roadways and freeway facilities would continue to operate at acceptable operating conditions during construction, and the proposed project would not result in inadequate emergency access to the project site. Therefore, the implementation of the project would result in ***no additional environmental effects*** beyond what was analyzed in the 2035 Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Transportation and Circulation.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
13. TRIBAL CULTURAL RESOURCES Would the project: A) Cause a substantial adverse change in the significance of a tribal cultural resource, as defined in Public Resources Code 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe and that is: i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources code section 5020.1(k) or		X	
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		X	

ENVIRONMENTAL AND REGULATORY SETTING

Please reference the Cultural Resources Chapter for the Ethnohistory of the historic indigenous groups that occupied the region. This section focuses on the contemporary tribal communities and tribal cultural resources as they pertain to AB52.

This section analyzes and evaluates the potential impacts of the project on Tribal cultural resources, both identified and undiscovered. Tribal cultural resources, as defined by Assembly Bill (AB) 52, Statutes of 2014, in Public Resources Code (PRC) Section 21074, are sites, features, places, cultural landscapes, sacred places and objects, with cultural value to a Tribe. A Tribal cultural landscape is defined as a geographic area (including both cultural and natural resources and the wildlife therein), associated with a historic event, activity, or person or exhibiting other cultural or aesthetic values.

The unanticipated find of Native American human remains would also be considered a Tribal cultural resource, and are therefore analyzed in this section.

The proposed project area is situated within the lands traditionally occupied by the Valley Nisenan, or Southern Maidu. Many descendants of Valley Nisenan throughout the larger Sacramento region belong to the United Auburn Indian Community, Shingle Springs, Ione Band, Colfax-Todds Valley, and Wilton Rancheria Tribes. The Tribes actively participate in the identification, evaluation, preservation, and restoration of Tribal Cultural Resources.

Data Sources and Methodology

Under PRC Section 21080.3.1 and 21082.3, the City must consult with tribes traditionally and culturally affiliated with the project area that have requested formal notification and responded with a request for consultation. The parties must consult in good faith. Consultation is deemed concluded when the parties agree to measures to mitigate or avoid a significant effect on a tribal cultural resource when one is present or when a party concludes that mutual agreement cannot be reached. Mitigation measures agreed on during the consultation process must be recommended for inclusion in the environmental document.

A search of the Sacred Lands File was requested from the NAHC, and a response was received on August 30, 2021 indicating that Sacred Sites have been identified within the project vicinity.[23] Pursuant to AB 52, project notification letters were distributed to the appropriate tribes on September 30, 2021. No response was received from Wilton Rancheria or Shingle Springs Band of Miwok Indians. On October 25, 2021 an email was received declining consultation from Buena Vista Rancheria. United Auburn Indian Community (UAIC) responded on October 6, 2021.

In response to the City's notification of the project to UAIC, UAIC conducted a records search for the identification of Tribal Cultural Resources for this project which included a review of pertinent literature and historic maps, and a records search using UAIC's Tribal Historic Information System (THRIS). UAIC's THRIS database is composed of UAIC's areas of oral history, ethnographic history, and places of cultural and religious significance, including UAIC Sacred Lands that are submitted to the Native American Heritage Commission (NAHC). The THRIS resources shown in this region also include previously recorded indigenous resources identified through the California Historic Resources Information System Center (CHRIS) as well as historic resources and survey data. For the subject project UAIC requested inadvertent discoveries mitigation be included then agreed no consultation was necessary.

Federal Regulations

Federal plans, policies, or regulations related to tribal cultural resources that are directly applicable to the proposed project do not exist. However, Section 106 of the National Historic Preservation Act does require consultation with Native Americans to identify and consider certain types of cultural resources. Cultural resources of Native American origin identified as a result of the identification efforts conducted under Section 106 may also qualify as tribal cultural resources under CEQA.

State Regulations

- **California Environmental Quality Act:** CEQA requires that public agencies that finance or approve public or private projects must assess the effects of the project on tribal cultural resources. Tribal cultural resources are defined in PRC 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe that is (1) listed or determined eligible for listing on the California Register of Historical Resources (CRHR) or a local register, or (2) that are determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.
- **California PRC Section 5024:** PRC Section 5024.1 establishes the CRHR, which is the authoritative guide for identifying the State's historical resources to indicate what properties are to be protected, if feasible, from substantial adverse change. For a resource to be eligible for the CRHR, it must be more than 50 years old, retain its historic integrity, and satisfy one or more of the following criteria:

[23] Native American Heritage Commission. *Re: Osage Warehouse Project, Sacramento County*. August 30, 2021.

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
2. Is associated with the lives of persons important in our past.
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
4. Has yielded, or may be likely to yield, information important in prehistory or history.

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, a tribal cultural resource is considered to be a significant resource if the resource is: 1) listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources; or 2) the resource has been determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. For purposes of this Initial Study, impacts on tribal cultural resources may be considered significant if construction and/or implementation of the proposed project would result in the following:

- Cause a substantial change in the significance of a tribal cultural resource as defined in Public Resources Code 21074.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

The Master EIR evaluated the potential effects of development under the 2035 General Plan on prehistoric and historic resources (see Master EIR Chapter 4.4 and Appendix C – Background Report, B. Cultural Resources Appendix), but did not specifically address tribal cultural resources because that resource type had not yet been defined in CEQA at the time the Master EIR was adopted. The Master EIR identified significant and unavoidable effects on historic resources and archaeological resources, some of which could be tribal cultural resources as defined PRC Section 21074. Ground-disturbing activities resulting from implementation of development under the 2035 General Plan could affect the integrity of an archaeological site (which may be a tribal cultural resource), thereby causing a substantial change in the significance of the resource. General plan policies identified as reducing such effects on cultural resources that may also be tribal cultural resources include identification of resources on project sites (Policy HCR 2.1.1); implementation of applicable laws and regulations (Policy HCR 2.1.2); consultation with appropriate organizations and individuals including the Native American Heritage Commission and implementation of their consultation guidelines (Policy HCR 2.1.3); enforcement programs to promote the maintenance, rehabilitation, preservation, and interpretation of the City's historic resources (Policy HCR 2.1.4); listing of qualified historic resources under appropriate national, State, and local registers (Policy HCR 2.1.5); consideration of historic and cultural resources in planning studies (Policy HCR 2.1.6); enforcement of compliance with local, State, and federal historic and cultural preservation requirements (Policy HCR 2.1.8); and early consultation with owners and land developers to minimize effects (Policy HCR 2.1.10).

Of particular relevance to this project are policies that ensure compliance with protocol that protect or mitigate impacts to archaeological resources (Policy HCR 2.1.16) and that encourage preservation and minimization of impacts on cultural resources (Policy HCR 2.1.17).

ANSWERS TO CHECKLIST QUESTIONS

Questions A)i and A)ii

As discussed in Section 4, Cultural Resources, of this Initial Study, the NAHC search of their Sacred Lands File indicated that sacred sites and/or tribal cultural resources have been identified within the project vicinity. However, known tribal cultural resources have not been identified on the project site. Subsurface tribal cultural resources have the potential to be found on-site during grading and construction activities. Due to the predominant historic theme of the region as a whole, which includes thousands of years of occupation by

Native American groups prior to non-Native peoples settling in the region, the possibility exists that unknown resources could be encountered during grading and excavation activities associated with development of the project. Therefore, the proposed project could have a potentially significant impact related to damaging or destroying prehistoric cultural resources. However, with implementation of Mitigation Measures 13-1 through 13-3, the ***effect can be mitigated to less than significant***.

MITIGATION MEASURES

Implementation of the following mitigation measures would reduce impacts related to tribal cultural resources to a *less-than-significant* level.

13-1 ***Conduct Cultural Resources Sensitivity and Awareness Training Prior to Ground-Disturbing Activities***

The City shall require the applicant/contractor to provide a tribal cultural resources sensitivity and awareness training program (Worker Environmental Awareness Program [WEAP]) for all personnel involved in project construction, including field consultants and construction workers. The WEAP will be developed in coordination with culturally affiliated Native American tribes. T The WEAP shall be conducted before any project-related construction activities begin at the project site. The WEAP will include relevant information regarding sensitive tribal cultural resources, including applicable regulations, protocols for avoidance, and consequences of violating State laws and regulations.

The WEAP will also describe appropriate avoidance and impact minimization measures for tribal cultural resources that could be located at the project site and will outline what to do and who to contact if any potential tribal cultural resources are encountered. The WEAP will emphasize the requirement for confidentiality and culturally appropriate treatment of any discovery of significance to Native Americans and will discuss appropriate behaviors and responsive actions, consistent with Native American tribal values.

13-2 ***In the Event that Tribal Cultural Resources are Discovered During Construction, Implement Procedures to Evaluate Tribal Cultural Resources and Implement Avoidance and Minimization Measures to Avoid Significant Impact.***

If tribal cultural resources (such as structural features, unusual amounts of bone or shell, artifacts, or human remains) are encountered at the project site during construction, work shall be suspended within 100 feet of the find (based on the apparent distribution of cultural materials), and the construction contractor shall immediately notify the project's City representative. Avoidance and preservation in place is the preferred manner of mitigating impacts to tribal cultural resources. This will be accomplished, if feasible, by several alternative means, including:

- *Planning construction to avoid tribal cultural resources, archaeological sites and/or other cultural resources; incorporating cultural resources within parks, green-space or other open space; covering archaeological resources; deeding a cultural resource to a permanent conservation easement; or other preservation and protection methods agreeable to consulting parties and regulatory authorities with jurisdiction over the activity.*

- *Recommendations for avoidance of tribal cultural resources will be reviewed by the City representative, interested culturally affiliated Native American tribes and other appropriate agencies, in light of factors such as costs, logistics, feasibility, design, technology and social, cultural and environmental considerations, and the extent to which avoidance is consistent with project objectives. Avoidance and design alternatives may include realignment within the project site to avoid tribal cultural*

resources, modification of the design to eliminate or reduce impacts to tribal cultural resources or modification or realignment to avoid highly significant features within a cultural resource or tribal cultural resource.

- *Native American representatives from interested culturally affiliated Native American tribes will be notified to review and comment on these analyses and shall have the opportunity to meet with the City representative and its representatives who have technical expertise to identify and recommend feasible avoidance and design alternatives, so that appropriate and feasible avoidance and design alternatives can be identified.*

- *If the discovered tribal cultural resource can be avoided, the construction contractor(s), will install protective fencing outside the site boundary, including a 100-foot buffer area, before construction restarts. The boundary of a a tribal cultural resource will be determined in consultation with interested culturally affiliated Native American tribes and tribes will be notified to monitor the installation of fencing. Use of temporary and permanent forms of protective fencing will be determined in consultation with Native American representatives from interested culturally affiliated Native American tribes.*

- *The construction contractor(s) will maintain the protective fencing throughout construction to avoid the site during all remaining phases of construction. The area will be demarcated as an "Environmentally Sensitive Area".*

If a tribal cultural resource cannot be avoided, the following performance standard shall be met prior to continuance of construction and associated activities that may result in damage to or destruction of tribal cultural resources:

- *Each resource will be evaluated for California Register of Historical Resources-(CRHR) eligibility through application of established eligibility criteria (California Code of Regulations 15064.636), in consultation with consulting Native American Tribes, as applicable.*

If a tribal cultural resource is determined to be eligible for listing in the CRHR, the City will avoid damaging effects to the resource in accordance with California PRC Section 21084.3, if feasible. The City shall coordinate the investigation of the find with a qualified archaeologist (meeting the Secretary of the Interior's Professional Qualifications Standards for Archeology) approved by the City and with interested culturally affiliated Native American tribes that respond to the City's notification. As part of the site investigation and resource assessment, the City and the archaeologist shall consult with interested culturally affiliated Native American tribes to assess the significance of the find, make recommendations for further evaluation and treatment as necessary and provide proper management recommendations should potential impacts to the resources be determined by the City to be significant. A written report detailing the site assessment, coordination activities, and management recommendations shall be provided to the City representative by the qualified archaeologist. These recommendations will be documented in the project record. For any recommendations made by interested culturally affiliated Native American tribes that are not implemented, a justification for why the recommendation was not followed will be provided in the project record.

Native American representatives from interested culturally affiliated Native American Tribes and the City representative will also consult to develop measures for long-term management of any discovered tribal cultural resources. Consultation will be limited to actions consistent with the jurisdiction of the City and taking into account ownership of the subject property. To the extent that the City has jurisdiction, routine operation and maintenance within tribal cultural resources retaining tribal cultural integrity shall be

consistent with the avoidance and minimization standards identified in this mitigation measure.

If the City determines that the project may cause a significant impact to a tribal cultural resource, and measures are not otherwise identified in the consultation process, the following are examples of mitigation capable of avoiding or substantially lessening potential significant impacts to a tribal cultural resource or alternatives that would avoid significant impacts to the resource. These measures may be considered to avoid or minimize significant adverse impacts and constitute the standard by which an impact conclusion of less-than significant may be reached:

- *Avoid and preserve resources in place, including, but not limited to, planning construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.*
- *Treat the resource with culturally appropriate dignity taking into account the Tribal cultural values and meaning of the resource, including, but not limited to, the following:*
    - *Protect the cultural character and integrity of the resource.*
    - *Protect the traditional use of the resource.*
    - *Protect the confidentiality of the resource.*
    - *Establish permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or using the resources or places.*
    - *Rebury the resource in place.*
    - *Protect the resource.*

13-3 ***Implement Procedures in the Event of the Inadvertent Discovery of Native American Human Remains.***

Implement Procedures in the Event of the Inadvertent Discovery of Human Remains. If an inadvertent discovery of human remains is made at any time during project-related construction activities or project planning, the City the following performance standards shall be met prior to implementing or continuing actions such as construction, which may result in damage to or destruction of human remains. In accordance with the California Health and Safety Code (HSC), if human remains are encountered during ground-disturbing activities, the City shall immediately halt potentially damaging excavation in the area of the remains and notify the Sacramento County Coroner and a professional archaeologist to determine the nature of the remains. The Coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or State lands (HSC Section 7050.5[b]).

If the human remains are of historic age and are determined to be not of Native American origin, the City will follow the provisions of the HSC Section 7000 (et seq.) regarding the disinterment and removal of non-Native American human remains.

If the Coroner determines that the remains are those of a Native American, he or she must contact the Native American Heritage Commission (NAHC) by phone within 24 hours of making that determination (HSC Section 7050[c]). After the Coroner's findings have been made, the archaeologist and the NAHC-designated Most Likely Descendant (MLD), in consultation with the landowner, shall determine the ultimate treatment and disposition of the remains. The responsibilities of the City for acting upon notification of a discovery of Native American human remains are identified in California PRC Section 5097.9 et seq.

FINDINGS

All additional significant environmental effects of the project relating to tribal cultural resources can be mitigated to a less-than-significant level.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
14. UTILITIES AND SERVICE SYSTEMS Would the project: A) Result in the determination that adequate capacity is not available to serve the project's demand in addition to existing commitments?			X
B) Require or result in either the construction of new utilities or the expansion of existing utilities, the construction of which could cause significant environmental impacts?			X

ENVIRONMENTAL SETTING

The project site's existing utilities and service systems are discussed below.

Wastewater

Wastewater collection and treatment services for the proposed project would be provided by the SASD and the SRCSD. Wastewater generated from the project area is collected in the SASD system through a series of sewer pipes and pump stations. Once collected in the SASD system, sewage flows into the SRCSD interceptor system, where the sewage is conveyed to the SRWWTP located near Elk Grove. The City's Department of Utilities is responsible for providing and maintain water, sewer collection, storm drainage, and flood control services for residents and businesses within City limits. The project would connect to the existing sanitary sewer main located in Osage Avenue.

Water Supply

To meet the City's water demand, the City primarily uses surface water from the Sacramento and American rivers, and groundwater pumped from the North American and South American Subbasins. According to the City's 2020 Urban Water Management Plan (UWMP), the City has a current total of 317,700 acre-feet per year (AFY) in water supplies during dry years and expects the total to increase to 350,200 AFY by 2035. The total City retail water demand in 2020 was 96,887 AFY and is expected to increase to 121,187 AFY in 2035. According to the Department of Utilities' 2019 Consumer Confidence Report, the City's drinking water meets or exceeds all federal and State drinking water standards.[24] The project would connect to the existing water main located in Osage Avenue.

Solid Waste Disposal

The City of Sacramento does not provide commercial solid waste collection services. Rather, commercial garbage, recycling, and yard waste services are provided by a franchised hauler authorized by the Sacramento Solid Waste Authority to collect commercial garbage and commingled recycling within the City. The Sacramento County Kiefer Landfill, located at 12701 Kiefer Boulevard in Sloughhouse, California, is the primary location for the disposal of waste for the City. According to the Master EIR, the Kiefer Landfill would serve the City adequately until the year 2065. As growth continues in the City, in accordance with the County General Plan and the City's General Plan, population would increase and the solid waste stream would continue to grow. However, implementation of the Solid Waste Authority and the Sacramento recycling requirements, would continue to significantly reduce potential cumulative impact on landfill capacity to a less-than-significant effect.

[24] City of Sacramento Department of Utilities. *2019 Consumer Confidence Report*. Available at: https://www.cityofsacramento.org/-/media/Water-Quality/CCR_web_r071020.pdf?la=en. Accessed August 2021.

STANDARDS OF SIGNIFICANCE

For the purposes of this Initial Study, an impact would be considered significant if the project resulted in the following:

- Result in the determination that adequate capacity is not available to serve the project's demand in addition to existing commitments; or
- Require or result in either the construction of new utilities or the expansion of existing utilities, the construction of which could cause significant environmental impacts.

SUMMARY OF ANALYSIS UNDER THE 2035 GENERAL PLAN MASTER EIR AND APPLICABLE GENERAL PLAN POLICIES

The Master EIR evaluated the effects of development under the 2035 General Plan on water supply, sewer and storm drainage, solid waste, electricity, natural gas and telecommunications. See Chapter 4.11.

The Master EIR evaluated the impacts of increased demand for water that would occur with development under the 2035 General Plan. Policies in the general plan would reduce the impact generally to a less-than-significant level (see Impact 4.11-1) but the need for new water supply facilities results in a significant and unavoidable effect (Impact 4.11-2). The potential need for expansion of wastewater treatment facilities was identified as having a significant and unavoidable effect (Impacts 4.11-4, 4.11-5). Impacts on solid waste facilities were less than significant (Impacts 4.11-7, 4.11-8).

ANSWERS TO CHECKLIST QUESTIONS

Questions A and B

The project site is currently undeveloped except for a concrete pad and two transmission line towers and, therefore, not connected to existing utilities and service systems. The project site is located adjacent to existing development, including single-family residences and other industrial sites, that are connected to utility services. The proposed project would connect to the existing water and sewer lines in Osage Avenue.

Wastewater

As discussed above, the proposed project would be provided wastewater collection and treatment services by the SASD and the SRCSD. Wastewater generated by the proposed project would be collected in the SASD system. SASD requires each building on each lot to have a separate connection to SASD's sewer system. Multiple buildings located within a single parcel must have a separate connection the SASD public sewer line. Once collected, the wastewater would flow into the SRCSD interceptor system, where the wastewater would be conveyed to the SRWWTP for treatment.

The project's consistency with the allowable uses for the General Plan land use designation would ensure the demand for wastewater service would not exceed the amount anticipated for buildout of the Planning Area evaluated in the Master EIR. In addition, buildout capacity of the entire SASD service area was anticipated in the 2018 Sewer System Management Plan (SSMP).[25] As such, SASD has anticipated the need for wastewater services in the project area and requires development impact fees to support buildout demand of their service area (including the project site). Additionally, the SRCSD would require payment of sewer impact fees. All applicable impact fees would be required to be paid prior to issuance of a building permit.

Given the required payment of applicable impact fees, the SRCSD would be able to provide sufficient wastewater services and conveyance to serve full buildout of the City, including the project site, per the Master EIR. Therefore, adequate capacity exists to serve the project site's demands.

[25] Sacramento Area Sewer District. *Sewer System Management Plan.* June 8, 2018.

Water Supply

The City is responsible for providing and maintaining water service for the project site. The 2020 UWMP analyzed the water supply, water demand, and water shortage contingency planning for the City's service area, which would include the project site. According to the 2020 UWMP, under all drought conditions, the City possesses sufficient water supply entitlements to meet the demands of the City's customers up to the year 2035.[26]

The projections included in the 2020 UWMP are based on the planned buildout of the 2035 General Plan; therefore, because the proposed project is consistent with the General Plan land use designation for the project site, the UWMP accounted for the development of the project site with industrial uses. As a result, any increase in water use during construction and operation of the project was accounted for in regional growth estimates.

The proposed project is consistent with land use and zoning designations and would not generate an increase in demand from what has already been anticipated in the Master EIR. As such, adequate capacity would be available to serve the proposed project's water demands.

Solid Waste

As noted previously, solid waste generated by existing on-site uses and surrounding developments is currently transferred to Kiefer Landfill for disposal. The Master EIR concluded that adequate capacity at local landfills exists for full buildout of the General Plan. The proposed project is consistent with what is anticipated for the project site, and the associated increase in solid waste disposal needs associated with development of the site was considered in the Master EIR analysis. The proposed project would not generate an increase in solid waste from what has been anticipated in the Master EIR. As such, adequate capacity would be expected to be available to serve the proposed project's solid waste disposal needs.

Therefore, the proposed project's operational waste generation could be accommodated by the existing capacity of the Kiefer Landfill.

Conclusion

Because adequate capacity exists to serve the project's demands in addition to existing commitments, and construction of new utilities or expansion of existing facilities would not be required, implementation of the proposed project would result in ***no additional environmental effects*** beyond what was analyzed in the 2035 Master EIR.

MITIGATION MEASURES

None required.

FINDINGS

The project would have no additional project-specific environmental effects relating to Utilities and Service Systems.

[26] City of Sacramento. *2020 Urban Water Management Plan*. Available at: https://www.cityofsacramento.org/-/media/Corporate/Files/DOU/Reports/R---038---City-of-Sacramento-Draft-2020-UWMP---05-18-21.pdf?la=en. Accessed August 2021.

Issues:	Effect will be studied in the EIR	Effect can be mitigated to less than significant	No additional significant environmental effect
15. MANDATORY FINDINGS OF SIGNIFICANCE A.) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X	
B.) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)		X	
C.) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		X	

ANSWERS TO CHECKLIST QUESTIONS

Question A

Implementation of the proposed project would have the potential to adversely impact special-status animals and previously undiscovered cultural, tribal cultural resources, and/or human remains. However, with implementation of the mitigation measures required by this Initial Study, compliance with 2035 General Plan policies, and application of standard BMPs during construction, development of the proposed project would not result in any of the following: 1) degrade the quality of the environment; 2) substantially reduce or impact the habitat of fish or wildlife species; 3) cause fish or wildlife populations to drop below self-sustaining levels; 4) threaten to eliminate a plant or animal community; 5) reduce the number or restrict the range of a rare or endangered plant or animal; or 6) eliminate important examples of the major periods of California history or prehistory. Therefore, with implementation of the mitigation measures included in this Initial Study, the ***effect can be mitigated to less than significant.***

Question B

The proposed project is an allowed use under the project site's General Plan land use designation. Any indirect population growth associated with development of the project was included in the cumulative analysis of City buildout in the Master EIR. Applicable policies from the 2035 General Plan would be implemented as part of the proposed project, as well as the project-specific mitigation measures included in this Initial Study, to reduce the proposed project's contribution to potentially cumulative impacts. The potential impacts of the proposed project would be individually limited and would not be cumulatively considerable. As demonstrated in this Initial Study, all potential environmental impacts that could occur as a result of project implementation would be reduced to a less-than-significant level with implementation of project-specific mitigation measures and compliance with applicable 2035 General Plan policies. When viewed in conjunction with other closely related past, present or reasonably foreseeable future projects, development of the proposed project would not contribute to cumulative impacts in the City. Therefore, with

implementation of the mitigation measures included in this Initial Study, the ***effect can be mitigated to less than significant.***

Question C

As discussed in Section IV-2 and Section IV-7 of this Initial Study, implementation of the proposed project would not result in temporary or permanent impacts related to air quality or hazards, respectively, during construction or operation. As discussed in Section IV-9, impacts related to noise would be mitigated to less-than-significant levels. The proposed project would be required to implement the project-specific mitigation measures within this Initial Study, as well as applicable policies of the 2035 General Plan, to reduce any potential direct or indirect impacts that could occur to human beings or various resources and, as demonstrated in this Initial Study, with implementation of the identified mitigation measures, all impacts would be reduced to less-than-significant levels. Therefore, with implementation of the mitigation measures included in this Initial Study, the ***effect can be mitigated to less than significant.***

SECTION IV - ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would potentially be affected by this project.

	Aesthetics		Hazards
	Air Quality	X	Noise
X	Biological Resources		Public Services
X	Cultural Resources		Recreation
	Energy and Mineral Resources		Transportation/Circulation
X	Geology and Soils	X	Tribal Cultural Resources
	Hydrology and Water Quality		Utilities and Service Systems
	None Identified		

SECTION V - DETERMINATION

On the basis of the Initial Study:

I find that (a) the proposed project is an anticipated subsequent project identified and described in the 2035 General Plan Master EIR; (b) the proposed project is consistent with the 2035 General Plan land use designation and the permissible densities and intensities of use for the project site; (c) that the discussions of cumulative impacts, growth inducing impacts, and irreversible significant effects in the Master EIR are adequate for the proposed project; and (d) the proposed project will have additional significant environmental effects not previously examined in the Master EIR. A Mitigated Negative Declaration will be prepared. Mitigation measures from the Master EIR will be applied to the project as appropriate, and additional feasible mitigation measures and alternatives will be incorporated to revise the proposed project before the negative declaration is circulated for public review, to avoid or mitigate the identified effects to a level of insignificance. (CEQA Guidelines Section 15178(b))

Scott Johnson
Signature

June 27, 2022
Date

Scott Johnson, Senior Planner
Printed Name

REFERENCES CITED

It should be noted that all of the technical reports used for the purposes of the analysis throughout this Initial Study are available upon request to staff at the City of Sacramento Community Development Department located at 300 Richards Boulevard, Third Floor, Sacramento, CA 95811. The following documents are referenced information sources used for the analysis within this Initial Study:

1. California Department of Conservation. *California Important Farmland Finder*. Available at: https://maps.conservation.ca.gov/DLRP/CIFF/. Accessed August 2021.
2. California Department of Forestry and Fire Protection. *Fire and Resource Assessment Program (FRAP).* Available at: https://frap.fire.ca.gov/. Accessed August 2021.
3. California Department of Transportation. *California Scenic Highway Mapping System, Sacramento County.* Available at: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa. Accessed August 2021.
4. California Department of Transportation. *Transportation and Construction Vibration Guidance Manual*. September 2013.
5. City of Sacramento Department of Utilities. *2019 Consumer Confidence Report*. Available at: https://www.cityofsacramento.org/-/media/Water-Quality/CCR_web_r071020.pdf?la=en. Accessed August 2021.
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